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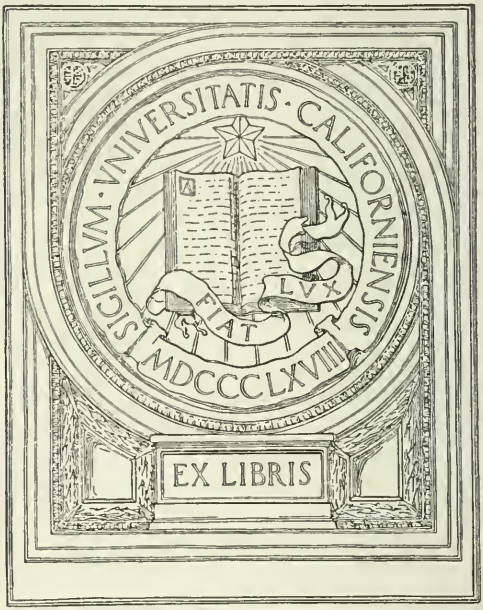

G. G. de H. Larpent Esq

See page 7.

CASE

OF

THE LONDON DOCK COMPANY.

By MR. S. COCK,
SECRETARY TO THE COMPANY.

SECOND EDITION.

LONDON:
PRINTED FOR J. M. RICHARDSON, 23, CORNHILL.

1825.

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Printed by D. S. Maurice, Fenchurch Street.

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TO THE

PROPRIETORS OF LONDON DOCK STOCK.

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GENTLEMEN,

THE meeting of the Honorable House of Commons having been deferred on account of the death of the Speaker's Brother, on the very day on which the Company's Petition against the ST. KATHARINE'S DOCK BILL was intended to be presented, by which accidental circumstance the Directors have been deprived of the privilege of being heard in behalf of the great interests confided to them, I feel it incumbent on me to bring together, for the information of yourselves and the Public at large, the Petitions which have been presented to the House, and the Evidence by which it was proposed to support the allegations therein contained, "that "additional Docks are neither required by the "state of the Commerce of the Port of Lon-"don;—by the burthen of the Rates and "Charges upon the landing, housing, bonding,

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" and shipping of goods;—by any existing ob-
" struction to the navigation of the river
" Thames, or want of accommodation for load-
" ing and unloading of Vessels;—nor, by the
" want of further competition among the Dock
" Companies already established."

I have the honour to be,

GENTLEMEN,

Your most obedient Servant,

S. COCK.

London:
14 *April*, 1825.

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PREFACE

TO

THE SECOND EDITION.

A PAMPHLET has this day appeared, entitled, "Observations on the Case of the London Dock Company," in which it is stated, that "a reduction of Rates was tardily made by the Company, after the Nun of Saint Katharine had knocked at their gate;" and that, "it is impossible to absolve the person who prepared the accounts, (as given in the Case,) which shew that the average amount of the Charges of *Landing*, *Housing*, and *Wharfage*, upon the twelve principal articles landed and housed at the London Dock, does not exceed 9*s*. 2*d*. per cent. on the value thereof, from an intention to 'mislead,' since there exist 'other Rates, which are technically called London Dock *tape*, *fringe*, and *trimming*, consisting of the following multifarious items, to be found in their schedule of

Rates, viz.——'Laying-up, cooperage, iron-hoops, watching, tasting, quay rent, store rent, racking, inspection, re-dipping, surveying, pitching, turning, trimming, re-placing wood-hoops, driving, iron-plates, hoops, lead, rivets, bouging off, laying-up to guage in numerical order, coopers' attendance at landing, loading, and delivery in vaults, chimes, uncasing, casing, racking, extra housing, carving, breaking-out and laying-up, shipping, copies of certificates of Surveyors,' and other extraordinaries, to which the ingenuity of man has not yet been able to assign a particular designation."

The present Edition, therefore, contains (page 72) a Statement of those Charges for *Landing*, *Wharfage*, and *Housing*, which, by their Act of Parliament, the Company are authorized to make, and of those which they do actually make; *with the dates of the reductions respectively;* as, also, a Table of the "*Consolidated Rates*" on Wines and Spirits.

It is alleged in the "Observations," that the Rates for *Landing*, *Wharfage*, and *Housing*, "have been *selected* by the Company, as specimens of their charges;" but the only reason for particularizing them, was, (as clearly explained in the first Edition,) because they were specifically mentioned in the Petition to Parliament of the promoters of the Saint Katharine's Dock Bill, as being so burthensome, that the com-

still persists in error, the words in the petition include landing, & shipping

merce of London could not receive its full share of the advantages of the Warehousing Act, unless *those* charges were to undergo material and permanent reduction.

The truth is, the charges of the Company have been reduced from time to time, as the Directors have deemed reasonable, and with a liberality without precedent; as must be allowed by those, who (bearing in mind the privileges they possess under their act of incorporation,) compare the charges they have made, and do make, with those they are authorized to make, whilst the Proprietors of London Dock Stock are only receiving a dividend of 4½ per cent. per annum. In proof of this assertion, a further Table is annexed, (page 92,) shewing the reductions which have, from time to time, been made by the Company on their Rates in general, and the dates of them.

A further Table is added, (page 85,) shewing that, on the 1st March last, the Six Docks Companies in the Port of London had unoccupied *water room* for 1,167 vessels, and *warehouse room* for 248,363 tons of goods, exclusive of the spare room at the other Legal Quays, and Sufferance Wharfs. Under these circumstances, where can be the necessity for further Wet Docks?

The "Observations" say, the British and

Foreign Tonnage, cleared outwards from the Ports of *Great Britain*, exceeded, in 1824, the quantity cleared out in 1823, by 571,989 tons; but that is not to the purpose: the question is, has the Shipping trading to the Port of *London* increased, or is it likely to increase? and the answer, furnished by the official accounts, is, that, within the same period, there has been a falling off in the number of *British Ships* arrived (being those which use Docks) of 4,345 tons; and an increase of *Foreign Ships* (which avoid Docks when they can) of 102,393 tons; and the inference, therefore, is, that the effect of the present system of legislation is, to diminish the number of British Ships, engaged in trade with the particular Countries to which it has been applied, as fast as Foreign Ships can be built, and Foreign Seamen can be found, to replace them.

London,
2*nd May*, 1825.

CASE

OF THE

LONDON DOCK COMPANY.

PETITION OF THE PROMOTERS OF THE ST. KATHARINE'S DOCK BILL.

To the Honorable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled.

The humble Petition of the several Persons, whose names are hereunto subscribed, being Merchants, Bankers, Ship Owners, Traders, and Others, residing in the Cities of London and Westminster, and elsewhere.

Sheweth,

THAT your Petitioners entertain a deep sense of the important advantages

which will result to the Trade and Navigation of the United Kingdom, from an Act passed in the Fourth year of the reign of his present Majesty, entitled "An Act to make more effectual provision for permitting Goods imported to be secured in Warehouses without payment of duty,"—and your Petitioners are equally impressed with a conviction, that the Commerce of the Port of London cannot receive its full share of those advantages, unless the heavy rates and charges upon the *landing*, *housing*, *bonding*, *and shipping of goods*, with which it is burthened, shall undergo material and permanent reduction;* and the obstruction now existing in the Navigation of the River Thames be removed; and increased accommodation for loading and unloading vessels, afforded.

That your Petitioners have observed with the greatest satisfaction, that commercial legislation has latterly been distinguished by a policy, which promises to Trade and Navigation the advantages of free and open competition, as the surest means of increasing the Trade and Navigation of the United Kingdom;† and that

* See Table page 71.

† The Gentlemen who have embarked in the adventure of forming New Docks in the Port of London, appear to have very incorrect ideas of the effects of the recent change in the Laws of Trade and Navigation, upon the Commerce and Shipping of the Port.

a Committee of your Honorable House have also declared their opinion to be in favour of giving encouragement to the construction of Wet Docks, wherever the means can be found.

That your Petitioners humbly submit, that nothing short of open competition can give to the Trade and Navigation of the Port of London, the advantages contemplated by the enlightened policy thus adopted, in relation to commercial regulations; and being fully persuaded that an increase in the number of places of convenient and secure deposit, will greatly tend to improve and perpetuate those advantages, and give full effect to the system which has been so long the object of consideration with the Legislature, your Petitioners have prepared, and are ready to enter into arrangements

In the evidence given by Mr. John Hall, that Gentleman stated, (and which is repeated in a printed paper lately circulated, entituled, "Considerations" relative to the Saint Katharine's Docks) that the increase in British Manufactures exported from Great Britain in 1824, as compared with 1823, was, four Millions and a half in value.

It should however be known, that the value of the Exports of British and Irish Manufactures from the Port of *London,* was less by nearly £250,000 in the year 1824 than in 1823, notwithstanding the beneficial effects of the Foreign Loans and Mining Adventures. The great surplus of Exports occurred principally at Liverpool.

for the constructing a Dock or Docks with suitable Vaults and Warehouses, to be surrounded with Walls, to be situated between the London Docks and the Tower of London, in the parish of St. Botolph, Aldgate-without, and the precinct of St. Katharine's, near the Tower, to be appropriated to the purpose of landing, bonding, and shipping of all goods, wares, and merchandize.

That, in applying to your Honorable House for powers to carry such project into effect, your Petitioners seek no exclusive privileges or immunities.*

That your Petitioners have entered into, and have raised a subscription, and are fully prepared to insure, by ample and adequate means, the carrying into execution the purposes thus humbly submitted to your Honorable House.

Your Petitioners therefore humbly pray, that your Honorable House will be

* The privilege of legal Quays, if obtained by the New Dock Company, would certainly not be "exclusive;" it would, however, be an extensive participation in a privilege to which the three principal Dock Companies have been admitted, in consideration of an immense expenditure by them for the good of the public; and which the other Dock Companies, or Wharfs, would gladly purchase at a high price.

pleased to allow your Petitioners to effect the purpose of constructing such new additional Dock or Docks, with the requisite Wharfs, Quays, Vaults, Warehouses, and other works and erections therewith, and to grant powers for the purchase of certain lands, buildings, and premises, and to treat for and exchange or purchase with the master and brethren of Saint Katharine's Hospital, and that leave may be given to bring in a Bill for effecting the said purposes by such ways and means, and under such regulations and restrictions, as to your Honorable House shall seem meet;

And your Petitioners, as in duty bound, will ever pray, &c.

PREAMBLE

OF THE ST. KATHARINE'S DOCK BILL.

"Whereas it is expedient for the further encouragement and extension of Commerce, that the accommodation of the Port of London should be improved by the construction of additional Wet Docks, with proper Cuts, Sluices, Locks, Inlets, and Outlets, for the reception and discharge of Ships laden with Merchandize; and that additional Wharfs, Quays, Vaults, Warehouses, and other places of secure deposit should be constructed for the landing, housing, bonding, and shipping of Goods, Wares, and Merchandize;

"And whereas it is desirable that such Docks, Wharfs, Quays, Vaults, Warehouses, and other places of deposit, should be situated as near as may be to the City of London, and established on the principle of free competition in trade, and without any exclusive privileges or

immunities, but under proper regulations for the secure deposit and warehousing of Merchandize, and for the protection and convenient collection of the Revenue."

May it therefore please your Majesty,

That it may be enacted, &c.

PETITION OF THE LONDON DOCK COMPANY AGAINST THE ST. KATHARINE'S DOCK BILL.

To the Honorable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled:

The humble Petition of the London Dock Company, under their Common Seal,

Sheweth,

That your Petitioners have seen with regret, that a Bill has been introduced into your Honorable House, "For making and construct-" ing certain Wet Docks, Warehouses, and " other Works, in the Parish of Saint Botolph " without Aldgate, and in the Parish or Pre-" cinct of Saint Katharine, near the Tower of " London, in the county of Middlesex."

That your Petitioners beg to represent to your Honorable House, that the measure thus contemplated, will, if carried into effect, be productive of the most ruinous consequences to the London Dock Establishment; and your Petitioners are confident, that the grounds on which " the Merchants, Bankers, Ship-owners,

" Traders, and others," who have embarked in the undertaking, seek to obtain the sanction of the Legislature, will not be deemed such as to entitle them to it; but that, on the contrary, it will, on inquiry, be found, that *such additional Docks are neither required by the state of the Commerce of the Port,—by the burthen of the Rates and Charges upon the landing, housing, bonding, and shipping of Goods;—by any existing obstruction in the navigation of the river Thames, or want of accommodation for loading and unloading of vessels;—nor, by the want of further competition among the Dock Companies already established.*

That whilst your Petitioners concur in the opinion expressed by the said parties, in their Petition to your Honorable House, that the liberal policy by which British Commercial Legislation has latterly been distinguished, (which promises to Trade and Navigation the advantages of free and open competition,) is the surest means of increasing the general Trade and Navigation of the United Kingdom, your Petitioners are prepared to prove, that, so far as regards the Trade of the Port of London, with respect to the importation of those particular articles which the law requires to be landed and secured at Docks, or other Legal Quays, no increase has been experienced; and your Petitioners beg leave humbly to state their decided conviction, that there is no probability of such increase as

should induce your Honorable House to sanction a measure, fraught with such disastrous consequences to your Petitioners; who, in order to provide such security and accommodation for the lodging of Wine, Spirits, Tobacco, and Rice, as should enable the importers of these articles to enjoy the full benefits of the Warehousing Laws, have, as the condition that the London Dock Warehouses should be the receptacle of those articles, "in Bond," for the term of twenty-one years; and, in consideration of the admission of their premises to the privilege of "Legal Quays," in perpetuity, expended an immense capital, in full reliance that the benefit of that privilege would not be extended to others, so long as your Petitioners should continue to possess the means of affording, and should afford, the necessary security to the Revenue, the Merchant, and the Shipowner, at reasonable rates and charges:* and your Petitioners are equally satisfied, that so far from the contemplated Docks being calculated to produce increased public advantage, they will, at the same time that they seriously injure your Petitioners' Establishment, occasion a great additional charge to the Revenue, and thus injure the Revenue, the Merchant, and the Ship Owner.

* See Mr. Lushington's Letter to Beeston Long, Esq. acknowledging *the just claims of the London Dock Company*, dated the 31st May, 1816. Appendix, page 72.

That in support of your Petitioners' allegation, that the effect of allowing such additional Docks to be constructed, with the privilege of "Legal Quays," will be most injurious to them, and that the same are not required by the trade of the Port, your Petitioners humbly beg leave to state, that they have expended upon the London Docks, Wharfs, Warehouses, &c., a sum exceeding 3,200,000*l.*, and that owing to the want of sufficient use and occupation of the accommodation thus provided, the annual dividend to the Proprietors has not for the last five years exceeded 4*l.* 10*s.* per cent, and that it was for several years preceding only £3 per cent:—and that the mere circumstance of your Honorable House having, in the month of February last, allowed the applicants for the Saint Katharine's Dock to bring in their Bill, had the instant effect of lowering the value of the Stock of the London Dock Company 13 per cent. And your Petitioners are able to prove that these low Rates of Dividends are not attributable to the magnitude of the outlay, compared with the means thereby provided of transacting business, but to the want of business compared with the means actually provided for conducting it.*

* See account of the capacity of the London Dock Premises, and the Ships and Goods contained in them, page 48.

That in support of your Petitioners' further allegation, that the large property vested in the London Dock was embarked in full reliance that the benefit of the privilege of "Legal Quays" would be secured to the Proprietors, until the Port of London should require additional "Legal Quays" and Warehouse Room beyond what the Company could provide, or were willing, to the extent of their premises, to provide, your Petitioners humbly beg leave to refer to various public documents (which will be found in the Records of your Honorable House), and particularly to several Reports of the Boards of Customs and Excise, at the period when the London and West India Docks were in contemplation; wherein it will be seen, that the building of detached Warehouses "*encompassed by Walls*," was the indispensable condition of the admission of the Dock Company to that privilege; and accordingly, your Petitioners beg to represent to your Honorable House, that they have expended no less than 65,500*l.* (which, with simple interest to the present time, amounts to upwards of 121,560*l.*) in the construction of such Walls; and having done so, their Act of Incorporation empowers them "to build, or cause "to be built, from time to time, Quays and "Wharfs adjoining to the said Docks and Ba- "sins, convenient and sufficient for the Trade

" and business of the Docks and Basins, for " the landing and discharging, lading, and " shipping of any Goods, Wares, or Merchan- " dize, that may or shall at any time or times " be legally landed or shipped at the said " Quays or Wharfs; and for the greater accom- " modation of the Trade of the Port of London, " the said Quays and Wharfs shall be deemed " and taken, and are hereby declared to be " deemed and taken, to all intents and purposes " whatsoever, to be legal Quays and Wharfs " for the landing, re-landing, and discharging, " lading, and shipping of any Goods, Wares, " and Merchandize whatsoever within the Port " of London."

That, with a view to any future increase in the Foreign Trade of the Port, the Docks were originally formed on an extensive scale, and at the same time, upon plans which admit of, and facilitate the construction of additional Works within the premises of the Company, as occasion should arise; and your Petitioners have accordingly from time to time provided every further accommodation which the Trade has required, and they have for a length of time been, and are now ready to appropriate thirteen* ad-

* This is an error; on the land being measured it appears there are 14 acres.

ditional Acres of Ground,* about seven of them for Docks, and six of them for legal Quays and Warehouses, without any increased charge to the Revenue, whenever the same shall be wanted by the Commerce or Shipping of the Port. That the said thirteen Acres of Ground have been in the possession of the London Dock Company upwards of twenty years, and during that period have afforded them no revenue, having been reserved for the express purpose of supplying such further accommodation as might in process of time be required.

That in support of your Petitioners' further allegation, that additional Docks (which would so seriously injure their Property and add to the charge of the Revenue) would benefit neither the Merchant nor Ship Owner, your Petitioners humbly submit to your Honorable House, that if, in addition to the Capital of 3,200,000*l.* invested in the London Docks, a further sum of 1,352,752*l.* (the estimated cost of the proposed St. Katharine's Dock) were to be invested in further Docks,† with all the daily expenses necessary to the proper conduct of the

* The Committee on the St. Katharine's Dock Bill, having called for a return on this subject, a copy is inserted in the Appendix, page 74.

† Bills have been brought into Parliament for constructing several other Docks in the Port of London, the whole of

business thereof, either the Trade and Shipping of the Port must be burthened with rates and charges higher than those existing, or both Establishments, in a struggle rather for existence than profit, must be reduced to a diminished scale, and great portions of the works be suffered to fall to decay.*

Your Petitioners beg, in this place, humbly to submit to your Honorable House, whether the sanctioning an investment of Capital, in the construction of an unnecessary number of Dock Establishments, in any Port, would not be acting in direct opposition to the fundamental principle of the Bonding and Warehousing system; the great object of which was, to set free the large Capitals which theretofore it had been the practice of the merchants to lock up in duties paid upon the arrival of their goods.†

which will require a capital, according to the Estimates, of £3,451,752, viz.

St. Katharine's	£1,352,752
South London	749,000
Isle of Dogs	600,000
Bermondsey	750,000
	£3,451,752

* The apprehension of such excess of Docks, has reduced the London Dock Company's Stock from 125 to 106 per cent.

† See extract from the Evidence of Thomas Irving, Esq., Inspector General of Imports and Exports, in the Report of

That in support of the opinion herein expressed, that the Port of London has not yet derived any important accession of Trade from the legislative measures before alluded to, for extending the general Commerce of the Empire, your Petitioners beg to state, that, at the time of the passing of the Warehousing Act, (4 Geo. IV. cap. 24.) the London Dock Company, on the invitation of the Board of Customs, set apart, and fitted up, at considerable expense, an extensive floor, for the express purpose of securing, in the most approved manner, to the amount of upwards of 800 tons of such additional articles of merchandize, as it was expected might be deposited under the new provisions of that Law; but your Petitioners beg to represent to your Honorable House, that the whole of the said articles which have entered the London Dock, from the passing of the Act, on the 12th of May, 1823, to the present time, amounts only to about 1100 tons; and that the quantity remaining in the warehouses on the 31st December last, was only about 240 tons :* so that by far the greater portion of the space which has been thus specially provided, at

a Committee of the House of Commons, in 1799, upon the question of establishing a general Warehousing System. Appendix, 72.

* See account in Appendix, page 75.

an expense, in a clerk and attendants, of 500*l.* to the Company; and upwards of 600*l.* per annum to Government, in officers and others; has remained unoccupied.

That in support of the further opinion which your Petitioners have herein ventured to express, that no such increase in the Trade of the Port of London is likely to result from the operation of the Legislative measures before alluded to, as to call for additional legal Quay room, beyond that which the existing Docks can afford,* your Petitioners humbly beg to submit to your Honorable House, that the liberal measures of the Legislature, in allowing the productions of the British Colonies in America and the West Indies, to be exported direct from thence to any part of the world; and, in like manner, of permitting the private East India Trade to be carried on direct with the principal Out-ports; and the no less liberal acts of his Majesty's Government, in extending to upwards of fifty Out-ports, including nine Ports of Ireland, the privileges of the Ware-

* The recent reduction of the Duty on Wine, combined with the low rate of interest of money, will tend to reduce the quantity *warehoused*: the same effect will arise from a reduction of duty on other articles imported.

housing Laws,* (to which the thriving state of the general Trade of the Kingdom may be greatly attributed,) have a powerful tendency (and which naturally will increase) to divert from the Port of London, a considerable portion of the Trade which it previously enjoyed: and with respect to an increase in the general Foreign Trade of this Port which may have taken place in the last year, your Petitioners are satisfied, that when the official accounts thereof shall be laid upon the table of your Honorable House, it will be seen, that there has been little or no increase in the Trade with countries in Europe, except in Corn, of which there was imported, in the last year, a quantity equal to 85,000 tons;† and Timber,‡ which importations have in no degree increased the business of the Legal Quays, as vessels, laden with Timber and Corn, either discharge their cargoes in Docks, which have the privilege of "*sufferance*" only, or in the River Thames.

* See List in Appendix, p. 77.

† See Account in Appendix, p. 78.

‡ The quantity of Timber imported from Europe in 1824, in *Foreign* Ships, greatly exceeds the importations in 1823; whilst the importations by *British Ships*, from the British Colonies in America, are much less. See Appendix, pages 79 and 80.

That, with regard to the allegation of the Petitioners for the Saint Katharine's Dock, that the Commerce of the Port of London will not receive its full share of the advantages of the Warehousing Act, unless the heavy rates and charges upon the "*landing, housing, bonding, and shipping* of goods," with which it is burthened, shall undergo material and permanent reduction, your Petitioners beg leave to represent to your Honorable House, that according to the best estimate they have been able to form, the value of the whole of the goods before mentioned which have been landed at the London Docks, (being the additional articles admissible under the Act, 4 Geo. IV.) from the passing of the Act, on the 12th of May 1823, to the present time, has been about 80,000*l.*; and that the whole of the charges for landing, wharfage, housing, unpacking, measuring, re-packing, unhousing, and re-shipping, with all the materials required in so doing, (including four months warehouse rent in each case, being the average period they have remained in bond) amounts to less than 2000*l.*, or about $2\frac{1}{2}$ per cent on the value: from which fact your Honorable House will be able to judge, how far such rates and charges are calculated to drive away any part of the Commerce of the Port, or whether any

important reduction in them can be necessary, or be reasonably expected from any present or future establishments.

Upon this part of the subject, your Petitioners beg to add, that if the parties who are desirous of being allowed to construct new Docks, and profess an intention of accommodating the Trade and Shipping at lower rates and charges than the present Dock Companies; and who, on that ground, ask for an Act of the Legislature, authorising them to dislodge the numerous families residing on the spot which they have selected for their Docks;* do really expect that, when they shall have expended near a million and a half in further Docks and Warehouses, they will be able to afford cheaper accommodation to the Merchants and Ship Owners with equal security and despatch,—then your Petitioners humbly submit to your Honorable House, that those gentlemen can have no hesitation to engage that their Rates and Charges shall at no time be greater; and, accordingly, that their maximum shall be considerably lower than the Rates and Charges received by the London Dock Company, but which, your Petitioners apprehend, they will hardly venture to do.

* 863 dwelling-houses will be pulled down, if the St. Katharine's Bill pass into a Law.

That, with regard to the superior advantage to the Trade of London, which the promoters of the measure hold out, as likely to arise from their Docks being so much nearer the City than any other, your Petitioners beg to state, that the site selected immediately adjoins the London Docks; and that notice has been given of an application to your Honorable House of a Bill for making Rail-ways from the several Docks on the north side of the River to Aldgate, which, when completed, will render the distance of even the most distant of the Docks a matter comparatively unimportant.

That, with regard to the removal of the obstruction now existing in the Navigation of the River Thames, by making a Dock for the reception of ships higher up than the London Docks, your Petitioners beg to state to your Honorable House, that the situation of their Docks was chosen in preference to that which is now fixed upon by the projectors of the St. Katharine's Dock, principally from the strong objections which were found to exist to vessels of large burthen, with valuable cargoes, coming so high up the River: and that it can be established by the clearest evidence, that the depth of the River is increased by vessels lying in the stream, and thus occasioning partial and rapid currents, which clear away

the mud and drift, wherever they occur; and, consequently, that great danger of obstructing the Navigation would accrue, if vessels were prohibited from mooring, loading, and discharging their cargoes in the stream; particularly now, that the quantity of mud which is carried down into the River from all parts of London is so greatly increased.

Your Petitioners, finally, beg to submit to your Honorable House, that if there really did exist, or if, from the extension of Foreign Commerce, there was likely to arise any want of "Legal Quay," or Warehouse accommodation in the Port of London, the way to obtain it consistently with the interest and convenience of the Merchant and Ship Owner, and with advantage to the Public (with reference to the establishment of Revenue Officers, which, at the London Dock, amounts to upwards of 40,000*l.* per annum)* and, at the same time, to

* Customs—Inward Department..	£24,099	9	6
Outward Ditto.....	3,469	1	0
Excise	15,171	18	0
	£42,740	8	6

If all the Docks in the Port of London for which there are Bills in Parliament were to be constructed, and the Establishments of Revenue Officers at each were to be in proportion to that of the London Dock, the expense to Government, of these new Docks, will greatly exceed £100,000 per Annum.

secure a reasonable remuneration to the Dock Proprietors, would be, by affording to the existing Docks every possible facility, consistent with a due regard to the security of the revenue; (of which character your Petitioners most gratefully acknowledge to be, the meditated separation of the Customs from the Excise;) by securing to the London Dock Company, and the other Legal Quays, the privileges they have hitherto enjoyed, so long as they shall continue to possess the means, and evince the disposition (which your Petitioners beg to assure your Honorable House, has been their constant endeavour) to afford, whilst practising the most rigid economy, the utmost security, accommodation, and despatch in the transacting of their business: And, on the other hand, that the encouraging and sanctioning the expenditure of immense sums, in the constructing of supernumerary rival Docks, can only end in the grievous loss and disappointment of all parties;—in the causing a great and expensive addition to the Establishments of Revenue Officers;*—and,

* When the question of forming the London Docks was under consideration, His Majesty's Government thought it right to consult the Revenue Boards on the subject; on which occasion the Board of Customs pointed out the serious mischiefs that would arise from an unnecessary extension of Legal Quay Room. See Appendix, page 81.

eventually, in the serious detriment to those very interests of Commerce and Shipping, for the benefit of which these additional Docks are said to be required.

Your Petitioners therefore most humbly pray that the said Bill may not pass into a Law.

London:
22*nd February*, 1825.

Besides that of the London Dock Company, a further Petition was left at the Dock House for the signature of individuals interested in Dock Stock; of which notice was given, by public advertisement, and a circular was sent to 250 of the principal Proprietors, acquainting them that the Petition would lie three days for signature.

The following is a copy*—

* Notwithstanding so little effort was made to obtain signatures, and that the Company had petitioned in their corporate capacity, this Petition was signed by upwards of 200 Proprietors of Dock Stock.

PETITION OF THE PROPRIETORS OF WET DOCKS IN THE PORT OF LONDON.

To the Honorable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled :

The humble Petition of the undersigned Proprietors of Wet Docks in the Port of London,

Sheweth,

That your Petitioners are Proprietors of certain Wet Docks, Wharfs, and Warehouses, constructed under various Acts of Parliament for the accommodation of the Trade of the Port of London.

That your Petitioners having understood that leave has been obtained from your Honorable House, to bring in a Bill for making and constructing certain Wet Docks, Warehouses, and other Works at St. Katharine's,—cannot but contemplate, with deep anxiety, the possibility of your Honorable House agreeing to pass the said Bill into a Law; the proposed undertaking being in a very high degree prejudicial to the interests of your Petitioners.

That the Petition on which the permission to

bring in such Bill has been obtained, is, in the opinion and belief of your Petitioners, grounded upon a position as unsound, as the allegations therein contained are at variance with the facts to which they refer.

That the said Petition states, that "open "competition can alone insure the advantages "contemplated by the enlightened policy of "the Legislature, in respect to the Trade and "Navigation of the Country;" but as, by the actual or prospective expiration of the Charters of the several existing Docks,* and by the permission to private Warehouses to receive Bonded Goods, competition is already completely open, your Petitioners presume that, by the words "open competition," in the said Petition, unlimited competition must have been intended.

That your Petitioners, although fully aware that "competition" is the best general mode of regulating supply and demand, need not remind your Honorable House, that, as in almost all elementary rules equally general, this principle is subject, in its practical application, to many important limitations.

* The exclusive privilege of landing Wine, Brandy, Rice, and Tobacco, possessed by the London Dock Company, expires 31st January, 1826.

The East India Dock Company's Charter expires in 1827.

That your Petitioners humbly conceive, that Public Works, constructed at great expense, form one of the strongest cases for such limitation.

That the Capital disbursed, being irreclaimable and wasted, if not devoted to the specific object for which it was expended, your Petitioners humbly submit, that the individuals who have so applied their private fortunes, under the sanction of the Legislature, and in furtherance of a public object, have an equitable claim to protection, from wanton or unnecessary rivalship.*

That against the wanton competition of *individuals*, your Petitioners have always the protection of that salutary caution which operates to restrain the injudicious application of private funds; but that nothing short of the authority of Parliament, can protect your Petitioners from such competition of *Joint Stock Companies*.

That without meaning to impute to the persons who have preferred to your Honorable House the said Petition, any motives less worthy than those which they themselves assign,

* It should be remembered, that at the time the public were encouraged to invest their Capitals in the London Docks, Consols were at 63.

your Petitioners cannot refrain from observing, that it is matter of notoriety, that, at present, subscribers to any amount can be procured, to any undertaking, for reasons quite apart from the probable success of such undertakings.

That the existence of a project for the formation of New Docks cannot, therefore, be assumed as evidence even of the probability of such Docks yielding an adequate return for the Capital engaged, much less of the necessity or expediency of their formation.

That were it, however, probable that new Docks would yield an adequate interest to the adventurers, your Petitioners humbly submit, that merely to enable a new Company to participate in the returns now enjoyed by your Petitioners, would not be a sufficient reason for your Honorable House to grant the permission sought.

That your Petitioners humbly conceive that it is incumbent on parties applying to the Legislature for an especial Law in their favor, to shew that some great Public good will arise from granting such indulgence; especially when the concession is fraught with the most ruinous consequences to others.

That when it is broadly stated, that competition is indispensable, it seems to be overlooked

that competition is not an *end*, but a *means;* the Public good is the end to be obtained; competition is one mode of obtaining it.

That if to acquire increased competition be a sufficient reason for permitting the construction of the proposed Dock at St. Katharine's, without reference to the real demands of the Trade of the Port, it would, your Petitioners humbly submit, be an equally good reason for any additional number of Wet Docks; an argument which might evidently be pushed into absurdity.

That it does not appear that, in this present case, unlimited competition is the best mode of consulting the Public good, inasmuch as, although to a certain point, such Establishments may compete with each other in reducing the Rates, yet, if too many of them were permitted, ruin would impend over all; unless, in self-preservation, they were to coalesce to raise prices. Low prices might yield a moderate return to as many as the Trade of the Port might require; high prices would barely save a greater number from ruin.*

* The following quotation from the Report of the Committee on the Supply of Water to the Metropolis, ordered to be printed the 18th May, 1821, is in point.

" The principle of the Acts under which these (the Water) Companies were instituted, was to encourage competition; and

That if it be contended, by the Projectors, that, from the number of Docks and Private

certainly in this as in other cases, it is only from competition, or the expectation of competition, that a perfect security can be had for good supply; but your Committee are satisfied, that from the peculiar nature of these undertakings, the principle of competition requires to be guarded by particular checks and limits in its application to them, in order to render it effectual without the risk of destruction to the competing parties, and thereby ultimately of serious injury to the Public.

"Competition, in ordinary cases, adjusts the supply to the demand, through the liberty which the sellers have to go out of the market as well as to come into it; but in trades carried on by means of large capitals, vested in fixed machinery, and furnishing a commodity of no value but for consumption on the spot, the sellers are confined to the market by the nature of the trade; and if the new comer has to seek immediate employment for large works, by taking custom from the established dealer, as there can be no great difference in the quality of what they sell, *they must vie in lowness of price, and will probably be driven to underbid each other down to the point of ruin, because it is better to take any thing than to take nothing for that which cannot be carried away; and this must go on until both are worn out, or one has outlasted the others, and succeeded to a real and effective monopoly, or until by some arrangement between themselves they can put a stop to their mutual destruction.*

"These consequences appear to have followed from the late protracted competition between the Water Companies: it was carried on during several years at a very ruinous loss, and must, in all probability, have led to the extinction of all except one or two of the wealthiest, as it actually did to that of the smaller Companies, but for an arrangement which

Wharfs and Warehouses, such coalition would be impossible, the assumption affords a conclusive reply to the alleged necessity of a more enlarged competition.

That the Rates and Charges on the Landing, Housing, and Shipping of Goods have been already greatly reduced, and must, from the keen competition that actually exists, be necessarily reduced to the very lowest standard at which any Dock Establishment can subsist.*

That the construction of the Wet Docks, contemplated in the said Bill, can, your Petitioners apprehend, in no wise remove any "obstruction, at present existing, to the Navigation of the River Thames," as Vessels that use Wet Docks can already find accommodation; but that, as the site of the said contemplated Dock is higher up the Stream than the Docks of your Petitioners, Vessels frequenting them would, in fact, cause greater obstruction to the Navigation than at present exists.

Your Petitioners, therefore, humbly entreat that your Honorable House will be pleased to take the premises into your consideration; and,

finally took place, and by which the supply of the town was partitioned between them, each Company withdrawing its services within a line agreed upon, and exchanging with the other the pipes beyond its own boundary."

* See Table of Rates, &c. page 71.

finding that the additional Docks contemplated by the said Bill, are not required by the state of the Commerce of the Port ;* and that the construction of them would, in the first instance, grievously injure your Petitioners, and eventually the Projectors themselves, without any public benefit whatever,—that your Honorable House will be pleased to withhold your consent to the said Bill passing into a Law.

And your Petitioners will ever pray.

(Signed by 212 Proprietors of Dock Stock.)

London, Feb. 17, 1825.

These Petitions having been presented to the Honorable House on the 22nd February, and a Motion made that the Bill should be read a second time, an Amendment was proposed, that it should be read a second time on that day six months, which was negatived, and the Bill was read a second time the same day.

A "Standing Order" of the House of Commons, of the 24th June 1824, directs, that "no

* On the 5th of April, there were only 73 vessels in the London Docks, viz. 6 unloading .. 1,020 Tons.

35 loading	6,247	"
32 light	4,630	"
Total, 73 Vessels.	11,897	"

"Petition against a Private Bill be referred to "the Committee on such Bill, which shall not "distinctly specify the ground on which the "Petitioners object to the Bill, or to any of the "provisions thereof; and that the Petitioners "be only heard on such grounds so stated," &c. &c.

With the view of conforming, with the utmost strictness, to this order, the Directors gave instructions to their Solicitor to prepare, under the advice of Counsel, a further Petition to the Honorable House, praying to be heard by Counsel, against the St. Katharine's Dock Bill.

On the Solicitor inquiring at the Private Bill Office, on Friday the 4th March, about three o'clock in the afternoon, and finding that no notice of the meeting of the Committee had been given, he wrote to the Solicitor of the Bill, requesting to be informed of the time of meeting as soon as the same should be fixed; and, on Saturday the 5th, *at or after nine o'clock at night*, received an answer, stating that it was proposed to go into the Committee on the Wednesday following.

This information was, on the next day, confirmed by a letter from Mr. Dorington, the Parliamentary Agent of the Company.

On Monday, the 7th, the Solicitor attended at the Dock House, where a Petition

which had been prepared, was examined by the Chairman and Secretary, with the view of ascertaining, with certainty, that every part of the statements contained in it was capable of proof; and so minute and careful was this examination, that the Petition was not finally settled until ten o'clock at night.*

The following morning, (the 8th,) it was engrossed, and put under the common Seal of the Company, and the Solicitor attended in the lobby of the House of Commons, at four o'clock, for the purpose of meeting an Honorable Member, by whom it was to have been presented; but, in consequence of the lamented event before-mentioned, (the death of the Speaker's brother), the Members who had assembled,—from motives of delicacy and feeling, —- dispersed without forming a House; whereby the Company were deprived of the opportunity of having the Petition presented and referred to the Committee on that day.

On the meeting of the Committee the following day, the Counsel, Agents, and Witnesses of

* In questions of magnitude affecting the interests of many persons, the desire of giving a subject the fullest consideration, generally leads to the postponing a decision to the very latest hour; and therefore, the situation of parties unexpectedly deprived of the last day for deliberation, is infinitely worse than if they had only been allowed a single day or a single hour.

the Company presented themselves, but the Committee refused to recognize them as parties having any right to interfere in the proceedings, although it was fully explained that the presenting of the Petition had alone been prevented by the cause herein set forth.

Under these circumstances, and others connected with other Petitions against the St. Katharine's Dock Bill, (which, for the same reason, were prevented from being referred in time,) no Petition whatever against the Bill was before the Committee, at their meeting, and, therefore, no order for the hearing of Counsel had been made; yet, three learned Counsel appeared on behalf of the Bill, one of whom opened the case of the promoters thereof, in a speech, in which assertions to the prejudice of the Company were made, without their being allowed to be heard. The intended Secretary, and the intended Dock Master of the St. Katharine's Dock, were afterwards examined as Witnesses, who stated in support of the preamble of the Bill, facts which the Company were prepared, by Witnesses then present, to refute or explain in the most clear and convincing manner.*

* It was given in evidence by Mr. Hall, that the increase in the ships which had entered the Port of London, from the year 1794 to the year 1824, was 13,438; wherein he committed

On the assembling of the Honorable House the same day, the Petition was presented, and ordered to be referred to the Committee.

The following day, the Counsel, Agents, and Witnesses of the Company again attended, and the Petition having been read, their Counsel claimed to enter into the investigation of the *preamble* of the Bill; but the Committee peremptorily refused to allow them further to interfere, than by objecting to such of the clauses as had not been gone through on the preceding day.*

The Court of Directors, therefore, presented a further Petition to the Honorable House urging that the Company had been at great expense in collecting evidence to be submitted on the investigation of the preamble of the Bill, and were fully prepared to sustain the allegations in their Petition, by disinterested and competent Witnesses; and to lay

an error to the extent of 3769 ships; arising from his having referred to accounts which included that number of *Fishing Boats* in the entries for 1824, but which omitted that description of Vessels in the entries for 1794. The belief that the increase was one-third more than has really taken place, must have had great influence on the Committee in making their report.

* Besides hearing counsel and witnesses in support of the preamble, 53 pages of the Bill had been gone through at the first meeting of the Committee.

before the Committee facts important to the Public, as well as to the Company : That they had great interests at stake ; and that, desiring nothing more than an impartial examination into the merits of the question at issue between them and the promoters of the St. Katharine's Dock Bill, the Directors trusted they should not be debarred from a hearing upon the subject, by the casualty which, (under the determination of the Honorable Committee,) had so unexpectedly intervened to prevent them from being heard on the first day of the meeting.

The Directors finally prayed the Honorable House, that the St. Katharine's Dock Bill might be recommitted ; and that they might be heard against the allegations contained in the preamble, as well as against those clauses by which their interests were affected.

This Petition being heard on the 24th of March, was rejected by a majority of 91 to 20.

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EVIDENCE.

In order, as much as possible, to avoid expense, as well as to save time and trouble to the Honorable Committee, the Court of Directors were at much pains to provide Evidence of those facts which appeared to be most important, in the shape of "Accounts" and "Estimates."

The first allegation in the Petition of the Promoters of the St. Katharine's Dock is, that the Commerce of the Port of London cannot receive its full share of the advantages of the *Warehousing Act* (4 Geo. IV. Cap. 24.)* "unless the heavy rates and charges upon the *landing*, *housing*, *bonding*, and *shipping* of goods, with which it is burthened, shall undergo material and permanent reduction."†

* These "advantages" to the Port of London will be spoken of hereafter.

† The most effectual way of obtaining such reduction of the rates and charges, will be by increasing the business of the existing Docks, and letting them compete with each other; and not by raising supernumerary Dock Companies to share their profits, and to divert that Capital from trade which the forming of these Docks will require.

For the purpose of shewing how far this allegation is founded in fact, the Directors had prepared the following Estimate; shewing, that the whole of the charges, for "landing, housing, and wharfage," amount to only 6*s*. 3*d*. per Cent. on the value (exclusive of duty) of Wine, Spirits, and Tobacco,—which are the three principal articles that, under the compulsory operation of the 67 sec. of the 39 and 40 Geo. III., are required to be landed at the London Dock;—and that upon the twelve principal articles received into the Dock, they amount, upon the average, to only 9*s*. 2*d*. per Cent.*

Whatever may be the difference between those charges as they are, and what they are to be when that "open competition" shall have taken place, which is to arise from the construction of the St. Katharine's Dock, is *the excess of Rates*, with which the articles, to which they attach, are now burthened: by which excess, as is alleged, a great portion of the Trade in them is driven from the Port

* It is not possible to make a similar estimate of the charges for "shipping" goods, as they vary according to the size of the package; it may, however, suffice to say, that until the St. Katharine's Dock Bill was brought forward, the London Dock Company hardly ever had a complaint on this subject.

of London: and whatever may be the amounts to which the promoters of the Saint Katharine's Dock Bill are prepared to assert that they ought to be reduced, are, of course, the Rates which they are content to have inserted in their Act, as the maximum which their Company is to be authorised to receive.

The proprietors of the 6 existing Docks, 9 legal Quays, and 60 Sufferance Wharfs, (few or none of which are fully employed,) who are engaged in a constant struggle to divert business from each other, are perfectly at a loss to understand what is meant by a want of competition; or how, under such circumstances, such a vast addition to the Legal Quays is to promote the prosperity of the trade of the Port.

The following are the Rates of Dividend, which the several Docks in the Port of London pay to the Proprietors.

West India Dock ..	10 per Cent.	per Ann.
East India ,, ..	8 ,,	,,
London ,, ..	4½ ,,	,,
Commercial ,, ..	3½ ,,	,,
Grand Surry Canal ..	2 ,,	,,
East Country D ck ..	none.	

An Estimate of the Value of the twelve principal articles landed and Warehoused at the London Docks, in Year 1824; with a Statement of the expense of "*Landing, Wharfage,* and *Housing*" thereof, as performed by the London Dock Company.

PRINCIPAL ARTICLES.		VALUE.	CHARGES OF Landing.			Wharfage.			Housing.			Total of those Charges.		
		£. s. d.	£.	s	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Cotton Wool	Charges 9s. 2d. per Cent. on the value.	133,248 15 7	378	0	3	283	10	2	283	10	2	945	0	7
Barilla		103,307 14 0	563	13	10	457	13	10	457	13	10	1,479	1	6
Tallow		256,025 0 0	441	5	0	441	5	0	441	5	0	1,323	15	0
Hemp		172,975 12 0	303	4	0	303	4	0	303	4	0	909	12	0
Fruit... Currants		150,856 0 0	224	0	0	224	0	0	224	0	0	672	0	0
Fruit... Raisins		133,299 16 0	180	19	0	180	19	0	180	19	0	542	17	0
Fruit... Figs		14,187 5 0	39	1	8	39	1	8	39	1	8	117	5	0
Rice		48,393 0 0	318	10	0	318	10	0	318	10	0	955	10	0
Skins and Hides		162,627 9 4	513	7	0	513	7	0	513	7	0	1,540	1	0
Wines	Charges 6s. 3d. per Cent. on the value.	1,645,195 0 0	Consolidated Rate in lieu of Landing, Wharfage, and Housing.									4,083	11	4
Spirits		273,488 15 0										1,337	1	0
Tobacco		180,447 1 1										1,202	19	6
		3,274,051 8 0										15,108	13	11

NOTE.—A Merchant's or Factor's Commission on the Sale of the Goods is 2½ per cent. in some cases, and 2 per cent. in others; and 10s. per cent. for insuring them; and yet it is contended, that the charge of 9s. 2d. per cent. for "Landing, Wharfage, and Housing," drives away the Trade, and renders it expedient to expend some Millions in additional Wet Docks, to operate the requisite reduction of these oppressive Rates; the London Dock Company being reluctant to reduce them, though receiving nearly 5 per Cent. per Ann. upon their Capital.

The Rates are not made on the value of the Goods, but in some cases on the quantity, and in others on the package: for particulars whereof see Appendix, p. 83.

The second allegation of the projectors of the St. Katharine's Docks is, that the benefits of the *Warehousing Act* cannot be imparted to the Port of London, unless "the obstruction, now existing in the navigation of the River Thames, shall be removed, and increased accommodation for loading and unloading vessels shall be afforded."

Upon this head, the Directors of the London Dock Company desired to refer the Honorable Committee to the following official accounts.

An Account of the number of Ships and Vessels entered at the Custom House in the Port of London in the years 1794 and 1824; distinguishing those in the Foreign Trade, from Colliers and other Coasters.

Years.	Foreign Trade.		Total, British and Foreign.	Colliers, and other Coasters.	Grand Total.
	British.	Foreign.			
*1794	2219	1444	3663	10286	13949
1824	3132	1643	4775	18843	23618

RECAPITULATION.

In 1824 . . .	23,618
* 1794 . .	13,949
Increase . .	9,669 viz.
British Foreign Traders . .	913
Foreign Ditto	199
Colliers and Coasters .	8,557
Total . .	9669

* Before the construction of any Wet Dock in the Port of London.

An Account of the number of Vessels which arrived in the Port of London, in the years 1822, 1823, and 1824; distinguishing those which entered from Foreign Parts; and also distinguishing Colliers, Coasters, and Fishing Vessels.

VESSELS.	Year 1822.		Year 1823.		Year 1824.	
	British.	Foreign.	British.	Foreign.	British.	Foreign.
	No.	*No.*	*No.*	*No.*	*No.*	*No.*
Entered from Foreign Parts (excl. of Ireland).	3,230	597	3,031	865	3,132	1,643
,, Ireland - - - - - - - - -	479	—	774	—	513	—
Colliers - - - - - - - - - - - - -	5,756	—	6,490	—	7,117	—
Coasters - - - - - - - - - - - - -	10,623	—	10,815	—	11,213	—
Fishing Vessels - - - - - - - - - - -	4,172	—	3,827	—	3,769	—
Total - - -- - - -	24,260	597	24,937	865	25,744	1,643

Note.—The above Account contains a Return of such Vessels only as are taken cognizance of at the Custom House.

RECAPITULATION OF 1824.

British Vessels			25,744
Foreign do.			1643
			27,387
Deduct Fishing Vessels			3,769
			23,618
Deduct.—Coasters	11,213		
Colliers	7,117		
Irish Traders	513		
		18,843	
			4775 viz
Foreign Traders			{ British Ships ... ... 3,132 / Foreign 1,643
			4,775

An increase of 98,048 tons having taken place in the Shipping which entered the Port of London in the year 1824, as compared with the entries in 1823, it has been inferred that the Trade of the Port is rapidly extending; on inquiry, however, the contrary will prove to be the fact; and the following statement (compiled from official accounts) will shew, that the increase in the last year is almost wholly to be attributed to the casual circumstance of the Port being open for the importation of Oats; and that, notwithstanding such increase in the tonnage generally, there was a falling off to the extent of 4,345 tons in *British ships*, which, it should be always borne in mind, are, with few exceptions, the only vessels that resort to Wet Docks having legal Quays.

This substitution of Foreign for British Ships in the Trade with Countries in Europe, should it continue to extend,—as there is but too much reason to apprehend,*—will, it is feared, have a serious influence upon the interests not only of the Dock Companies, but upon

* Ships entered the Port of London.

	British.		Foreign.	
	Ships.	Tons.	Ships.	Tons.
Lady-day Quarter, 1824—	553	93,507.	273	46,922
Ditto, 1825—	539	83,398.	370	63,487
	Decrease, 14	10,109.	Increase, 97	16,565

general Trade, from the diminution in the importation of materials for ship building, which it will eventually occasion.

A comparative Statement of the TONNAGE of Vessels that entered the Port of London, *from Foreign Parts*, in the years 1823 and 1824, distinguishing British Ships from Foreign.

Years.	*British.*	*Foreign.*
1823 . .	611,451	161,705
1824 . .	607,106	264,098
Falling off in British tonnage	4,345	
Increase in Foreign . .		102,393
Deduct decrease in British .		4,345
		98,048
Deduct for Vessels laden with Corn, estimated at . .		86,891
leaves		11,157 tons

of increase in the general Trade of the Port with Foreign Parts, in the year 1824, as compared with 1823.

When the official accounts shall be produced, shewing in what the balance of 11,157 tons consists, it will, no doubt, be found to have arisen from an increase in the quantity of *Timber* imported from countries in the north of Europe.

The following analysis of the Official Account of Vessels which entered the Thames, in the year 1824, shews to demonstration,

that the occasional obstruction proceeding from the crowded state of the River, has arisen entirely from the concourse of Fishing Vessels, Colliers, and other Coasters which do not use Docks, or legal Quays or Wharfs.

	Vessels.	Tons.
The total Number which entered the River was	27,387	3,245,566
Deduct the Vessels in the following Trades, which rarely enter Docks.		

	Vessels	Tons.		
Fishing	3,769	75,380		
Irish Traders . .	513	56,392	22,612	2,374,362
Colliers and other Coasters . .	18,330	2,242,590		
			4,775	871,204

Of which,

Entered the 6 Docks, viz.		
British Vessels	2183	
* Foreign ditto	576	
	—— 2,759	
Unloaded in the River,		
British Vessels	949	
Foreign ditto	1067	
	—— 2,016	
	4775	

leaving therefore 949 only, of British Vessels arrived from Foreign parts, which did not enter one or other of the Docks, or about three Vessels per Diem; not one of which was prevented

* See Appendix, pages 84 and 85.

from obtaining Dock accommodation, as will be evident from the following statement.

	Ships.
The greatest Number of Ships the London Docks are capable of containing is	250
The greatest Number they contained at any one time in the year 1824, was . . .	167
Leaving surplus room for . . .	83

And if the Honorable Committee on the St. Katharine's Dock Bill had received evidence on the subject of the capacity and state of the other Docks and Legal Quays, it would have been shewn that they possess accommodation for the whole Foreign Trade of the Port, were it twice as great as it is, instead of its becoming greatly diminished, of which it is to be feared there is but too much probability.

It should be borne in mind, that besides the 2759 Vessels which entered the Docks in the last year, many of the remaining 2016 discharged their Cargoes at one or other of the Legal Quays or Sufferance Wharfs.

An Account shewing the number of VESSELS, and quantity of GOODS, which the Premises of the London Dock Company are capable of containing; and the number of SHIPS and quantity of GOODS which they actually contained on the 1st March, 1825.

Vessels and Goods the Premises are capable of containing.		Ships.	Tons.
Vessels of the average of 300 tons		250	75,000
Goods, viz.		TONS.	
	in Warehouses	180,120	
	Sheds	19,600	
	Vaults	32,500	
			232,220

Vessels and Goods actually contained on the Premises, 1 March, 1825.		Ships.	Tons.
In the Docks		142	26,368
Dock Room unoccupied		108	48,632
		250	75,000
Goods, viz.		TONS.	
	in Warehouses	112,896	
	Sheds	19,600	
	Vaults	32,500	
			164,996
Warehouse Room unoccupied			67,224
			232,220

* Although the Sheds are stated to have been full, if the whole of the day be reckoned, they cannot be considered as more than half full.

The Statutes to which the projectors of the St. Katharine's Dock allude, as forming the liberal system of policy, from the operation of which such effects are anticipated, as to render necessary additional Wet Docks in the Port of London, at a cost of several millions sterling, are, it is presumed, the following:

Third Geo. IV. cap. 43, passed 24th June, 1822, entitled, "An Act *for the Encouragement of* "*Navigation and Commerce,* by regulating the "Importation of Goods and Merchandize, so "far as relates to the Countries or Places "from whence, and the Ships in which, such "Importation shall be made."

3d Geo. IV. cap. 44, passed 24th June, 1822, entitled, "An Act to *regulate the Trade be-* "*tween His Majesty's Possessions in America* "*and the West Indies,* and other Places in "America and the West Indies."

3d Geo. IV. cap. 45, passed 24th June, 1822, entitled, "An Act *to regulate the Trade be-* "*tween His Majesty's Possessions in America* "*and the West Indies,* and other Parts of the "World."

4th Geo. IV. cap. 24, passed 12th May, 1823, entitled, "An Act to make more effectual "Provision *for permitting Goods imported to* "*be secured in Warehouses,* or other Places,

" without payment of Duty on the first Entry " thereof."

4th Geo. IV. cap. 77, passed 18th July, 1823, entitled, " An Act to authorise His Majesty, " under certain circumstances, *to regulate the* " *Duties and Drawbacks on Goods imported or* " *exported in Foreign Vessels;* and to exempt " certain Foreign Vessels from Pilotage."

4th Geo. IV. cap. 80, passed 18th July, 1823, entitled, " An Act to consolidate and amend " the several Laws now in force with respect " to Trade *from and to Places within the* " *limits of the Charter of the East India Com-* " *pany,* and to make further Provisions with " respect to Trade; and to amend an Act of " the present Session of Parliament, for the " registering of Vessels, so far as it relates to " Vessels registered in India."

Let us now see how far the effects of these laws have yet been, or are likely to be such, as to warrant the anticipations of the promoters of the intended new Docks.

The Statute 4 Geo. IV. c. 24, (the Warehousing Act) is specially referred to in the Prospectus of the St. Katharine's Dock Company, as being that

Act of the Legislature, which has "announced "a more enlightened plan of commercial po- "licy than any that has hitherto been acted "upon in this country."

"A most satisfactory pledge," (continues the Prospectus,) "has thus been given, of the adop- "tion of a system, in every respect best calcu- "lated to promote and extend the commerce "and navigation of the empire: but, in order "that the City of London may reap its due "share of the advantages thus held out, it is "of the highest importance to improve the ac- "commodation, and to reduce the expenses of "the Port."

The most important of the provisions of this Act are the following:

1. All goods (with the exception of some particular articles) legally imported, may be lodged, deposited, or secured in Warehouses, or other approved places, without payment of duty at the time of the first entry of them.

2. All goods whatever (except tea) may be imported *from any place whatever* (except China) in *British ships*, and warehoused for *exportation only*, although prohibited to be imported for home consumption.

3. All goods whatever (with some exceptions) imported from any *Foreign Country* (except from China) *in Foreign Vessels*, may also

be warehoused for exportation only, although prohibited to be imported for home consumption.

4. The Lords of the Treasury are empowered to appoint any Ports in Great Britain or Ireland, and any warehouses or places in such Ports, to warehouse and secure goods, under the provisions of the Act.*

5. The prohibited goods so allowed to be warehoused, are to be kept separate.

It cannot be doubted that this extension of the warehousing system is calculated to enlarge and improve the general trade of the kingdom; but whether a similar effect is likely to be produced upon the particular trade of the Port of London, is another question.

The Out-Ports admitted to participate in the privileges of warehousing, (more or less extensively according to circumstances,) have already increased to fifty-five in number, viz.

Thirty-seven Ports in England,
Nine in Scotland,
Nine in Ireland;

* At the very moment the projectors of the St. Katharine's Dock are seeking to obtain the *Legal Quay* privileges for their Premises, by means of a Private Bill, Government have a Public Bill in Parliament, vesting the appointment of Legal Quays exclusively in his Majesty, by commission, from the Court of Exchequer. See Appendix, page 86.

and the consequence is, that instead of depending for a supply of Foreign goods from the Stores of the Warehouses of London, they now import for their own consumption, and that of their respective neighbourhoods, and after assorting their outward cargoes, are able to supply the Port of London with their surplus importations, as well for the consumption of this city, as for its Export Trade.*

Hence it appears, that although the extending the Warehousing privileges to the Out-Ports generally, is calculated to promote and extend the Commerce and Navigation of the Empire at large, the Port of London must not look to have her Trade increased from that cause: and, as to allowing Goods of all descriptions to be brought in any Ship, from any Foreign Country, to be warehoused for exportation,† although such permission may "open our warehouse doors the wider," it will not necessarily enclose the more within them. One obvious effect of this relaxation in our Navigation System is, to make Foreigners the more indifferent as to where they may first carry their Goods, or how long they may keep them out of this Kingdom, in hope of finding another market.

* See account, Appendix, page 87.

† See Copy of the Petition of the Ship Owners' Society on this subject, Appendix, page 89.

As to the Articles prohibited for home consumption, which the Act allows to be Warehoused, it is only necessary to refer to the Account in the Appendix, p. 75 and 76, of the whole quantity imported and warehoused at the London Dock since the passing of the Act, to shew how little the Trade of the Port of London has benefited by this extension of the Warehousing Laws; and to remark, that the quantity which was at first deposited, is gradually diminishing.

The 3d Geo. IV. c. 43, (the Navigation Act,) is a measure of great liberality towards foreigners, as it relaxes some important restrictions, and lets in a *third class of ships* to import goods from States in Europe, namely, ships the built of, and belonging to the port or place into which the goods have been brought or imported; but, so far from this relaxation contributing to fill the warehouses of this country, the effect is to encourage the forming of depots of merchandize on the neighbouring foreign coasts.

The 3d Section of this Act, which permits the importation of goods from countries or

places in South America or the West Indies, "being or having been part of the dominions "of the King of Spain, in ships the built of "such country or place respectively," is also an important concession to them; but no advantage arises to the Wet Dock Establishments from a foreign ship being the importer of goods that would otherwise come in a British ship.

The 3d Geo. IV. c. 44, which was passed principally with the view of removing the obstructions to the barter trade between the British Colonies in America and the United States, allows fifty-eight articles (enumerated in Table B) to be imported into the twenty-three principal Ports of those Colonies, (enumerated in Table A), *direct from any Foreign Country on the Continent of North or South America,* or from any Foreign Colony in the West Indies, in British vessels, or in any vessels of those countries respectively.

The facility thereby given to the British Colonies, of obtaining supplies of provisions, timber, tobacco, &c. from foreigners, in barter for produce, (although unquestionably just and necessary,) operates to diminish the trade

with the Mother Country, (and especially with *London,)* in proportion as it effects the desirable object contemplated by the Legislature.

The 3d Geo. IV. c. 45, which was passed, as the preamble states, to allow greater freedom of trade and intercourse between the British possessions in America and the West Indies, and other parts of the world, bears importantly upon the question of the probable increase or decrease of the trade of the Port of London.

Previously to the passing of that Act, the produce of the British Colonies shipped to Europe, came *direct from them* to this kingdom, and the supply of goods from Europe went direct *from the Mother Country* to them.

By the 2d clause of this Act, it is made lawful to export from those Colonies, in *British* vessels,* any of their productions, or any articles which have been legally imported into them, *direct to any Foreign Port in Europe,* or in Africa, or to Gibraltar, Malta, Guernsey, Jersey, Alderney, and Sark.

* This indulgence is about to be extended to Foreign Vessels. See Mr. Huskisson's speech of the 11th of March last.

And, by the 8th Section, it is lawful to *export* in any British vessel *from* any *Foreign Port in Europe*, or in Africa, or from Gibraltar, Malta, Guernsey, Jersey, Alderney or Sark, *to* any of the Colonies, eighty-six articles (as enumerated in Table A, annexed to the Act).

To whatever extent this law may be acted upon, it must operate to divert the trade with the Colonies from the Ports of the Mother Country: and, therefore, although well calculated to extend the freedom of trade and intercourse, and to relieve the British Sugar Colonies, in their competition with the Colonies of nations which still carry on the Slave Trade, its tendency is to diminish rather than to increase the trade with the United Kingdom, and particularly with the Port of London.

The 4th Geo. IV. c. 77, is unquestionably an Act of liberal policy, as it authorizes His Majesty to place the trade with Foreign Countries upon the footing of reciprocal intercourse, by allowing Foreign ships to import and export to and from the countries to which they belong, on the same terms as British ships.

When this law was under the consideration

of Parliament, the strongest objections were offered by the British Ship Owners, on the ground that the consequence of giving such advantage to Foreigners,—especially to States in the North of Europe, who can build and navigate on much lower terms than the Ship Owners of this country,—would be, that British ships would eventually be driven out of the trade.

The States to whom the benefit has been extended by His Majesty's Order in Council, are at present, nine in number, viz.

Bremen, by Order in Council,		14th Aug. 1824.
Denmark,	"	30th June.
Hanover,	"	25th May.
Hamburgh,	"	30th June.
Lubeck,	"	14th August.
Norway,	"	23d June.
Prussia,	"	25th May.
Sweden,	"	25th May.
Oldenburgh,	"	19th October.

By the following Account it will be seen, that already a vast increase has taken place in the number and tonnage of *Foreign* Vessels arrived from those countries: and a very general opinion still prevails among Ship Owners, that unless the Registry Laws be repealed, to admit of their building their Vessels abroad; or, that great reductions take place in the price of

materials for building and victualling, accompanied with a reduction of wages in this country, British Shipping will, in a very few years, be wholly superseded in every Trade in which a Foreign Vessel can be employed.

An Account of the Number of Ships, with their Tonnage and Men, that entered the Port of London, during the Years, 1822, 1823, and 1824, from Norway, Sweden, Denmark, Prussia, and Germany, distinguishing each Year, and British Ships from Foreign.

	YEAR 1822.						YEAR 1823.						YEAR 1824.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Norway	8	1,487	71	75	25,489	1,015	3	227	11	127	39,662	1,601	3	316	18	193	57,894	2,327
Sweden	41	9,777	415	41	8,642	449	35	8,998	357	77	16,937	813	32	8,025	325	112	28,327	1,281
Denmark	20	2,894	128	4	466	24	6	671	32	10	1,408	69	15	1,901	84	110	6,800	362
Prussia	188	37,215	1,587	81	16,866	701	91	18,897	791	153	37,823	1,483	129	28,218	1,155	298	67,312	2,642
Germany	156	26,898	1,212	23	4,072	170	141	24,034	1,092	26	4,029	167	176	27,610	1,318	199	18,425	864
	413	78,271	3,413	224	55,535	2,359	276	52,827	2,283	393	99,859	4,133	355	66,070	2,900	912	178758	7,476

As the greatest part of the Foreign Vessels, of which the increase is composed, were employed on the spur of the moment, in importing Grain, it would perhaps be going too far to consider it as conclusive evidence that the Act will be productive of those injurious consequences to British ships, which the Owners apprehend; but, however this may be, it is certain that it has not hitherto brought, and that it is not likely to bring, any accession of business to the Wet Dock and Legal Quays; and should it have the effect of encouraging Foreign Shipping at the expense of British Shipping, the consequences will be most injurious to those Establishments.

The following Account will shew the rapid advances which the Shipping of other countries, on the Continent of Europe, is also making. It is true, there was some increase in the British Shipping engaged in trade with them, in 1824, as compared with 1823; but, as compared with 1822, it has been shewn that the falling off in the intercourse with the five States whose trade has been placed upon the "footing of reciprocity," was no less than 58 Vessels, of 12,201 Tons, and 513 Men; and, including the trade with Russia and Belgium, the total falling off, in British Vessels, was 219 Ships, of 28,261 Tons, and 1,390 Men; and the increase of Foreigners, 1,012 Ships, of 153,584 Tons, and 6,396 Men.

An Account of the Number of Ships, with their Tonnage and Men, that entered the Port of London, during the Years 1822, 1823, and 1824, from Russia and Belgium, distinguishing each Year, and British Ships from Foreign.

	YEAR 1822.						YEAR 1823.						YEAR 1824.					
	BRITISH.			FOREIGN.			BRITISH.			FOREIGN.			BRITISH.			FOREIGN.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
Russia	442	88,841	3,926	19	4,905	247	373	78,939	3,458	14	3,909	186	364	79,560	3,552	42	10,426	481
Belgium	457	40,097	2,555	200	19,220	844	337	31,413	1,853	291	28,591	1,205	374	33,318	2,052	501	44,060	1,889
	899	128,938	6,481	219	24,125	1,091	710	110,352	5,311	305	32,500	1,391	738	112,878	5,604	543	54,486	2,370

Result of the recent alterations in the Laws in favor of Foreign Shipping, as shewn in the preceding accounts.

	INCREASE OF FOREIGN.			DECREASE OF BRITISH.		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.
In the Trade with Norway, Sweden, Denmark, Prussia, and Germany	688	123223	5117	58	12201	513
In the Trade with Russia and Belgium	324	30361	1279	161	16060	877
	1012	153584	6396	219	28261	1390

The remaining Act of commercial policy by which British legislation has latterly been distinguished, is the Act 4 Geo. IV. c. 80, relative to the *East India Trade.*

Section 2 authorises His Majesty's subjects, in ships or vessels registered and navigated according to law, to carry on trade, and traffic in any goods, wares, or merchandize, except tea, as well directly as circuitously, between all ports and places belonging either to His Majesty, or to any Prince, State, or Country in amity with His Majesty; and all ports or places whatsoever, situate within the limits of the Charter of the Company, except the Dominions of the Emperor of China.

Section 10 admits the importation of East-India produce into any part of the United Kingdom provided with Warehouses, Wet-Docks, and Basins, or such other securities as shall, in the judgment of the Lords of the Treasury, be deemed fit and proper.

Section 19 admits East-India *built* ships, (even if registered in India,) to all the rights and privileges of trade which British-built ships possess.

Most important advantages to the general trade of the Empire have resulted from this relaxation of the Registry Laws, and extension of the privileges of individual merchants and

traders; but the effect of allowing the Outports to participate in the East India Trade, and of encouraging ship building in India, with which to carry on trade with this country, as well as with other parts of the world, obviously is, to diminish rather than to extend the commerce of the Port of London. Some idea may be formed of the extent to which the East Indians avail themselves of the privilege of building "British ships," from the fact, that in the year 1824, no less than twelve India-built ships, admeasuring together 6650 tons, were registered in London.

As the foreign materials, namely, masts, spars, timber, deal, plank, pitch, tar, cordage, hemp, flax, iron, lignum vitæ, &c. which go to the construction of a ship, may be calculated to amount to at least one-third of the tonnage of the vessel built; and, in cases where they are principally composed of African oak, or teak, may be estimated at more than one half; it is obvious that *importations* are diminished by the liberality thus extended to *East India built shipping*.

Such is the substance of the evidence and observations which the Directors of the London Dock Company were desirous of submitting to

the Honorable Committee, to whom the Bill for making Wet Docks at St. Katharine's was referred; and which, it is conceived, establish the following points:

1.——That the Acts of the Legislature relative to Foreign Commerce, passed during the Reign of His present Majesty, however well calculated to promote the general prosperity of the Empire, are not likely to occasion any material increase in the particular trade of the Port of London.

2.——That there is no want of competition among the Legal Quays, or deficiency of accommodation in the Port of London, at moderate Rates and Charges, for vessels that will use the existing Docks.

3.——That whatever obstruction may, at times, have occurred in the River, has been occasioned by the great accumulation of Colliers, and other Coasters, which discharge their cargoes whilst lying at anchor in the stream *.

4.——That unless those vessels shall be compelled, when the River is crowded, to discharge

* The Rate upon these vessels entering the London Dock is only 6d. per ton, according to the Register of the Ship.

their cargoes in Docks, or at other Wharfs, they will continue to occupy stations in the stream; and that, if so compelled, the existing Docks, and other Wharfs and Quays, are amply sufficient for their accommodation.

And, therefore, that the construction of additional Docks, with legal Quay Privileges, would grievously injure the present Dock Companies, and occasion a great and permanent addition to the expenses of Government, without producing any public benefit whatever.

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TABLE shewing the RATES which the LONDON DOCK

ON THE FOLLOWING GOODS.

Principal Articles anded at the Dock.	Rates for Wharfage regulated by Orders of H. M. in Council of July 1800; and of the Common Council of the City of London of 27th March 1798, for Landing, Housing, Loading, or Shipping. [a]		Rates actually Company for W Housing, Loadin	ctually charged he Company.*
		s. d.		d.
HES	per Ton	6 4	per Ton ..	3
ARILLA	per Ton	4 6	per Ton ..	0
OTTON	per Bag	1 1	per Bag ..	3
RUIT Currants	per Butt	4 0	per Butt ..	6 being a reduction of 23 ₱ cent.
RUIT Raisins	per Pipe	3 0	per Pipe ..	
RUIT Raisins	per Caroteel	2 0	per Carotee	
RUIT Raisins	per Butt	4 0	per Butt ..	
RUIT Raisins	per Pipe	3 0	per Pipe ..	
RUIT Figs ..	per Chest, under 56 lbs..	0 2	per Chest, u	
CE	per Barrel	1 1	per Barrel	4 ₱ cent.
IDES	Horse, Ox, & Cow Hides	0 2	each	
KINS	from Mogadore, per Bale..	1 0	per Bale ..	
EMP	per Ton	6 8	per Ton ..	
LAX	per Ton	4 8	per Ton ..	
ALLOW	per Cask	1 3	per Ton ..	
OBACCO	per Cask	2 10	per 100 lbs.	

e 1st June 1824, ays, (in addition an opportunity the six days he ate altogether.

Spirits are at all

Watching, and Quay k of Leakage; Rent

] *The Rates are authorized by the Act of the 39th and 40th* 47: *which directs* "*That for every article of Merchand* "*shipped, there shall be collected and paid a Rate or Duty* "*the Rate or Charge heretofore* usually paid, *in the Port o* " Wharfage, Landing, Housing, Loading, *or* Shipping."

he Rates "*usually paid*" *for* Wharfage, *were ascertained by r Order of the King in Council; and those for* Landing, Hou and Shipping, *by reference to the Order of Common Council London, as mentioned in the Title.*

] This reduction of the charges on Ashes took place January

] The Company reduced the charges for filling to weigh, and Barilla, 23d April, 1822 .....

] The charge for the Materials used in making Cotton mere reduced July 18, 1822 .....

] The Coopering charges on Fruit landed, were reduced Nov from 25 to .....

] This reduction on Rice took place January 1, 1817.

] Ditto on Hides and Skins in the years 1818, 1822, 1823, a

] Ditto on Hemp and Flax January 1, 1817.

] The *Rent* on Tallow was reduced January 1, 1824 .....

] The *Coopering* charges on Tobacco were likewise very cc duced in April, 1824; besides which, the Merchant is no the expense of Lighterage and Cartage, for which he fors from Spain, la 11*d.* per Hogshead.

*** The Company have also made reductions to the amount o ose charges for *Rent*, which were authorized by the Act, on a va

Reduction.	
50	₱ Cent.
60	,,
33	,,
28	,,
37	,,
50	,,

6.

A TABLE shewing the RATES which the LONDON DOCK COMPANY are allowed to charge, by the Act 39th and 40th Geo. III. Cap. 47, with the Rates actually charged by them.

ON THE FOLLOWING GOODS.

Principal Articles landed at the Dock.	Rates for Wharfage regulated by Orders of H. M. in Council of July 1800: and of the Common Council of the City of London of 27th March 1793, for Landing, Housing, Loading, or Shipping. [a]	s.	d.	Rates actually charged by the Company for Wharfage, Landing, Housing, Loading; or Shipping.	s.	d.	The reductions made by the Company are as follow.
ASHES	per Ton	6	4	per Ton	4	0	36 per Ct. [b]
BARILLA	per Ton	4	6	per Ton	4	6	[c]
COTTON	per Bag	1	1	per Bag	1	1	[d]
FRUIT Currants	per Butt	4	0	per Butt	4	0	[e]
FRUIT Currants	per Pipe	3	0	per Pipe	3	0	[e]
FRUIT Raisins	per Caroteel	2	0	per Caroteel	2	0	[e]
FRUIT Raisins	per Butt	4	0	per Butt	4	0	[e]
FRUIT Raisins	per Pipe	3	0	per Pipe	3	0	[e]
FRUIT Figs	per Chest, under 56 lbs.	0	2	per Chest, under 56lb	0	2	[e]
RICE	per Barrel	1	1	per Barrel	1	0	7 per Ct. [f]
HIDES	Horse, Ox, & Cow Hides	0	2	each	0	1	50 per Ct. [g]
SKINS	from Mogadore, per Bale	1	0	per Bale	0	8	33 per Ct. [g]
HEMP	per Ton	6	8	per Ton	4	0	40 per Ct. [h]
FLAX	per Ton	4	8	per Ton	4	0	14 per Ct. [h]
TALLOW	per Cask	1	3	per Ton	4	0	[i]
TOBACCO	per Cask	2	10	per 100 lbs. nett	0	3	[k]

[a] *The Rates* ore *authorized by the Act of the 39th and 40th Geo. III. Cap. 47: which directs "That for every article of Merchandize landed or "shipped, there shall be collected and paid a Rate or Duty not exceeding "the Rate or Charge heretofore* usually paid, *in the Port of London, for* "Wharfage, Landing, Housing, Loading, *or* Shipping."

The Rates "usually paid" for Wharfage, *were ascertained by reference to the Order of the King in Council; and those for* Landing, Housing, Loading, and Shipping, *by reference to the Order of Common Council of the City of London, as mentioned in the Title.*

[b] This reduction of the charges on Ashes took place January 1, 1817.

[c] The Company reduced the charges for filling to weigh, and for weighing Barilla, 23d April, 1822 ..... 33 per Cent.

[d] The charge for the Materials used in making Cotton merchantable, was reduced July 18, 1822 ..... 25 per Cent.

[e] The Coopering charges on Fruit landed, were reduced November 1, 1824, from 25 to ..... 33 per Cent.

[f] This reduction on Rice took place January 1, 1817.

[g] Ditto on Hides and Skins in the years 1818, 1822, 1823, and 1824.

[h] Ditto on Hemp and Flax January 1, 1817.

[i] The *Rent* on Tallow was reduced January 1, 1824 ..... 33 per Cent.

[k] The *Coopering* charges on Tobacco were likewise very considerably reduced in April, 1824; besides which, the Merchant is now exempt from the expense of Lighterage and Cartage, for which he formerly paid 1s. 11*d.* per Hogshead.

*** The Company have also made reductions to the amount of from 20 to 50 per Cent. in those charges for *Rent*, which were authorized by the Act, on a variety of Goods.

ON WINES AND SPIRITS.

Commutation of the Rates in the Act 39th and 40th Geo. III., Cap. 47.	Rates.	£	s.	d.	Rates actually charged by the Company.* £	s.	d.	
Consolidated Rate, regulated by the 51st Geo. III., Cap. 9, which makes the Company liable for all deficiencies exceeding one gallon per Annum, from whatever cause arising	If the Casks have 10 iron hoops	1	0	0	0	15	3	being a reduction of 23 ℔ cent.
	8 ,,	1	1	0	0	16	0	
	6 ,,	1	3	0	0	17	3	
	4 ,,	0	12	6	0	9	6	
	2 ,,	0	13	6	0	10	4	
	if without hoops	0	15	0	0	11	6	
And a reduction in the *Rent*, of	....	..			33 per cent.			

Besides this reduction in the "Consolidated Rate," which took place the 1st June 1824, the Company allow Wines and Spirits to remain three days on the Quays, (in addition to three days as provided by the above Act,) to afford the Importer an opportunity of selling them, before the Rate attaches; if in the interim of the six days he effects a sale and removal, (as frequently happens,) he avoids the Rate altogether.

It is owing to this indulgence, that large quantities of Wines and Spirits are at all times lying on the Quay.

* These Rates include "Landing, Wharfage; Housing; Laying up to Guage; Watching, and Quay Rent for six days; Pitching, and Turning; Trimming; Unhousing and Loading; Risk of Leakage; Rent twelve weeks; Hoops, Rivets, and Chimes.

ON SHIPS.

Dock Dues.	Charges authorized by the 39 and 40 Geo. III. Cap. 47, Sec. 59.	s.	d.	Rates actually charged by the Company. [l]	s.	d.	Reduction.
On Vessels of the 1st Class	℔ Register Ton	1	0	℔ Ton	0	6	50 ℔ Cent.
,, 2nd ,,	Ditto	1	3	Ditto	0	6	60 ,,
,, 3rd ,,	Ditto	1	6	Ditto	1	0	33 ,,
,, 4th ,,	Ditto	1	9	Ditto	1	3	28 ,,
,, 5th ,,	Ditto	2	0	Ditto	1	3	37 ,,
,, 6th ,,	Ditto	2	6	Ditto	1	3	50 ,,

[l] These Rates were settled 24th September, 1816.

*** Further reductions have since been made in the Dues on Ships from Spain, laden with Cork and Wool

(COPY.)

Treasury Chambers.

31 *May*, 1816.

Beeston Long, Esq.

Sir,

The Lord Commissioners of his Majesty's Treasury having had under their consideration further Memorials of the Legal Quay Wharfingers and Uptown Warehouse-keepers, respecting the privilege of Bonding the articles of Table E., in the Act, 43 Geo. III. cap. 132, at their Premises; and my Lords having read the said Act, and the various Orders which have been given, for adding articles to Table E. of the same;

I am commanded by their Lordships to acquaint you, that they have directed the Commissioners of Customs to be informed, that their Lordships are of opinion, it will be just and reasonable to grant to the Legal Quays and Uptown Warehouses, approved as fit for the purpose by the Commissioners of Customs, the privilege of Warehousing, without payment of duty, all goods which have been added, by this Board, to Table E. of the above Act; but that the security of the Revenue, and the *just claims of the London Docks*, require that all the articles enumerated in the said Table should be confined to the London Docks.

I am, &c. &c.

S. R. LUSHINGTON.

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*Extract from the Evidence of Thomas Irving, Esq. Inspector of Imports and Exports.**

"In looking forward to the period of peace, when we may "expect that those countries, which were formerly our

* Vide Appendix to Parliamentary Reports, 1799.

" rivals in trade (but whose commerce and manufactures " have in a greater measure been annihilated by the war,) " will attempt to resume their competition, it will, I am per- " suaded, be found highly for the interest of this country, to " remove some of those burthensome regulations under which " our trade at present labours, in order, not only to secure " a continuance of that extensive commerce we now possess, " but also to extend and improve it in future. Of these, the " heavy advance of duties, at perhaps a much earlier stage " than the safety of the revenue requires, the immense ex- " pense of port charges, particularly in the Port of London, " are objects which more immediately claim attention.

" Commerce early becoming an object of importance in " this country, and the merchants being possessed of a large " proportion of the circulating money, it was natural for " the State to look to imposts on trade, as a source of re- " venue. This system of taxation, which commenced at a " period almost coeval with the origin of our foreign com- " merce, has ever since been progressively extended, and, at " this time, we draw upwards of nine millions of pounds, " gross revenue, from duties on imports and exports, of " which about five millions five hundred thousand pounds " are collected immediately on importation. The advance of " so large a sum, at a period much earlier than the safety or " interest of the revenue demands, and of which about one " million five hundred thousand pounds are repaid on ex- " portation, must not only prove extremely distressing to " the merchant, but also the means of actually drawing so " much money, together with the mercantile credit fairly " attached thereto, out of the active capital of trade, for " which the public receives no adequate compensation by " the temporary use of the money."

RETURN to the Order of the Honoral
" this House an Account of the Prog
" of the 39, 40, Geo. III. c. 47, and c
" Accommodation, and the Sum to b

" Progress of the Works, in pursuance of
c. 124."

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by making a Sewer round the Pr

RETURN to the Order of the Honorable the House of Commons, of the 11th March, 1825, "That there be laid before "this House an Account of the Progress of the Works of the London Dock Company, in pursuance of the 137th Section "of the 39, 40, Geo. III. c. 47, and of the powers continued by 4 Geo. IV. c. 124, shewing the extent of the Additional "Accommodation, and the Sum to be expended in relation thereto."

"PROGRESS OF THE WORKS, in pursuance of the 137th Section of the 39, 40, Geo. III. c. 47, and of the powers continued by 4 Geo. IV. c. 124."

The Company, in the year 1800, purchased 74 Acres of Land, of which, about 60 Acres were appropriated to two Docks and Wharfs, equal to the reception of 250 Vessels, of the average burthen of 300 Tons; and Warehouses equal to the reception and accommodation of about 168,000 Tons of general Merchandize, and 24,000 Hogsheads of Tobacco (equal to 30,000 Tons of general Merchandize), and Vaults for containing from 57,000 to 60,000 Casks of Wine and Spirits; all which Works were completed in the year 1821.

The Works contained within the above-mentioned 60 Acres, have, from their origin, been so laid, as to admit of an extension of Warehouses, capable of containing 44,928 Tons of Merchandize, without deranging any of the Works (the Foundations having been laid and preparations made), but which extension has never been carried into effect, by reason that the Warehouses already built have never been full.

"Extent of the Additional Accommodation in contemplation, and the Sum to be expended in relation thereto."

Considerable progress has been made in the building of Vaults and Cellar Room; and, in deference to what appears to be a very general opinion, that the Trade of the Port of London will considerably increase, in consequence of the recent change in the Laws relating to Foreign Commerce, the Company have determined on appropriating their remaining 14 Acres to a Dock of 7½ Acres, and the rest to the making a Channel of Communication, and further Wharfs, Vaults, &c., which, when complete, will be capable of accommodating 75 Vessels at one time, and of housing 10,435 Tons of general Merchandize, and 10,000 Casks of Wine and Spirits. Of these Works, the Company have nearly completed the first necessary step, by making a Sewer round the Premises. The whole, it is expected, will cost about £300,000.

An Account of all the Goods received into the Rooms in No. 2 Warehouse, set apart by the London Dock Company for the housing of the *prohibited articles*, allowed by the Warehousing Act (4 Geo. IV. cap. 24.) to be imported for "*exportation only*," from the passing of the said Act, on the 12th *May*, 1823, to the 17th February, 1825, with the estimated Tonnage and value thereof; with the goods remaining in the said Rooms 11th March, 1825.

Goods.	Tons.	Value.
48 Cases Books	1,068	£ 77,198
42 do. Brandy		
315 do. Geneva		
24 do. Cordials		
109 Bales Printed Cottons		
21 do. Carpets		
3 Ballots do.		
68 Bales Sundries		
688 Cases do.		
352 Packages do.		
142 Bags Pepper		
1889 Bales and Cases Cloth		
3701 Packages.		

Goods remaining in the said Rooms, on 31 December, 1824.

Goods.	Tons.	Value.
32 Cases Books	239	£. 16,380
36 do. Brandy		
16 do. Geneva		
6 do. Cordials		
13 do. and Bales Cottons		
1 Ballot Carpets		
9 Bales Sundries		
219 Cases do.		
44 Packages do.		
398 Bales and Cases Cloth		
21 Bags Pepper		
795 Packages		

Goods remaining in the said Rooms on the 11th February, 1825.

Goods.	Tons.	Value.
33 Cases Books		
55 Cases Brandy, Gin, and Cordials . .		
295 Bales Cloth		
14 do. Printed Cottons		
8 do. Carpets		£
2 Ballots do.	184	11,368
11 Bales Sundries . . . , . . .		
76 Cases do.		
39 Packages		
533 Packages		

Goods remaining in the said Rooms on 11th March, 1825.

Goods.	Tons.	Value.
33 Cases Books		
333 do. Brandy, Gin, and Cordials . .		
92 Bales Cloth		
14 do. Printed Cottons		
2 Ballots Carpets		£
9 Bales Sundries	180	5,967
43 Cases do.		
52 Packages do.		
578 Packages		

It will thus be seen, that the whole quantity of prohibited Goods imported under the new Warehousing Act, has been only 1068 Tons, of the value of £77,198; and that the quantity in the Warehouses is gradually diminishing.

A List of Out-Ports admitted to the privilege of Warehousing Goods, conformable to the Act 4 Geo. IV. c. 24.

ENGLAND.

Rochester	Dartmouth	Boston
Dover	Plymouth	Grimsby
Rye	Falmouth	Hull
Newhaven	Bideford	Whitby
Shoreham	Barnstaple	Stockton
Arundel	Bridgewater	Sunderland
Chichester	Bristol	Newcastle
Portsmouth	Gloucester	Whitehaven
Southampton	Colchester	Lancaster
Cowes	Ipswich	Liverpool
Poole	Yarmouth	Chester
Weymouth	Lynn	Swansea.
Exeter		

SCOTLAND.

Aberdeen	Grangemouth	Port Glasgow
Dumfries	Greenock	Glasgow
Dundee	Leith	Montrose.

IRELAND.

Dublin	Cork	Galway
Belfast	Waterford	Newry
Derry	Sligo	Limerick.

Recapitulation.

England	37 Ports.
Scotland	9
Ireland	9
Total..	55

Note.—By the end of the year, it may be expected that almost every port of the Kingdom will have been admitted to the privilege of Warehousing.

An Account of Foreign Grain, Seeds, and Flour, Imported into the Port of London, 1824.*

	QUARTERS.		
Wheat . .	11,095		
Rye . . .	670		
Beans . .	361		
Peas . . .	2,776		
Linseed . .	91,958		
Rapeseed .	11,154		
	5)118,014	at 5 qrs. per ton	23,602
	QUARTERS.		
Tares . . .	6,730		
Barley . .	4,430		
Brank . . .	15,645		
Oats . . .	344,302		
	6)371,107	at 6 qrs. per ton	61,851
	BARRELS.	CWT.	
Flour . .	16,441	at $1\frac{3}{4}$ each.	1,438
		Tons . . .	86,891

* The Port being only open for the importation of Oats, the other articles have been warehoused " for exportation."

Note.—The above account is taken from the Cornfactors' Books, whose year commences the 29th September.

A Comparative Account of the following Wood Goods, imported into London, from *British North America*, in the Years 1823 and 1824.

SPECIES.	1823.			1824.		
Battens, 6 to 16 ft. long	481	3	2	185	3	2
Ditto, 16 to 21 do.	0	2	15	3	2	9
Deals, 6 to 16 do.....	4,487	0	16	5,450	3	26
Ditto, 16 to 21 do.	156	0	6	179	3	17
Ditto, exceeding 21 do.	9	3	6	5	3	12
Deal Ends not exceeding 3¼ in. thick	175	3	17	182	1	15
	NUMBER.			NUMBER.		
Masts, 6 in. and under 8 in. diameter.....	246			86		
Ditto, 8 in. and under 12 do...	265			128		
	LOADS.		FEET.	LOADS.		FEET.
Ditto, 12 in. diameter, and upward	2,261		43	1,461		14
Oak Plank.....	4		27	0		18
	C.			C.		
Spars, 4 to 6 in. diameter....	9	3	24	12	2	28
	LOADS.		FEET.	LOADS.		FEET.
Fir Timber	54,760		13	31,943		1
Wainscot Logs						
Oak	3,139		28	2,610		22
Unenumerated	3,007		25	1,278		2

From the above it will be seen, that except in the articles of Deals and Spars, there has been a general decrease in the Importations; and it ought to be borne in mind, that the whole of the Importations from the British Colonies are by *British* ships.

A Comparative Account of the following WOOD GOODS Imported into London from *places in Europe*, in the Years 1823 and 1824.

SPECIES.	1823.	1824.
	C. QR.	C. QR.
Battens, 6 to 16 feet long....	1,080 3 0	1,566 0 14
Ditto, 16 to 21 do.	1,946 2 9	2,311 0 25
Deals, 6 to 16 do.	7,725 2 20	11,423 0 28
Ditto, 16 to 21 do.....	4,656 1 18	7,232 0 27
Ditto, exceeding 21 do.....	160 1 7	497 3 17
Deal-ends, not exceeding 3¼ inches thick	2,495 0 26	3,756 3 12
	NUMBER.	NUMBER.
Masts, 6 inches, and under 8 inches diameter	1,536	4,282
Ditto, 8 inches and under 12 do.	2,828	1,568
	LOADS. FEET.	LOADS. FEET.
Ditto, 12 inches diameter and upwards.....	628 43	1,329 9
Oak plank	724 6½	1,359 34
	C. QR.	C. QR.
Spars, 4 to 6 inches diameter ..	149 3 24	275 2 29
	LOADS. FEET.	LOADS. FEET.
Fir timber	42,233 33	61,673 8
Wainscot logs	672 0½	2,049 25
Oak	20 46	95 21
Unenumerated	138 27	736 3

From the above it will be seen that the Importations of 1824 exceed those of 1823 in almost every instance, the whole of which excess has been imported in *Foreign Ships*.

Extract from a Report of the Board of Customs, dated 10th May, 1796.

" The modes proposed for the attainment of an extension " of quays by the merchants, we only learn by a Bill now " pending in Parliament, and an engraved plan transmitted " to us. By the 41st Section of the said Bill, we observe " it is provided,

" ' And for the more general benefit of shipping, and of " the trade and commerce of the said Port, the said Company " shall and may also build, or cause to be built, from time to " time, quays and wharfs adjoining to the said docks and " basons, convenient and sufficient for the trade and business " of the said Dock, for the landing and discharging, lading " and shipping of any goods, wares, or merchandize, that " may or shall, at any time or times, be legally landed or " shipped at the said quay or wharfs; and for the greater " accommodation of the trade of the Port of London, the " said quays and wharfs shall be deemed and taken, and are " hereby declared to be deemed and taken, to all intents and " purposes whatsoever, legal quays and wharfs for the land- " ing, re-landing and discharging, landing and shipping of " any goods, wares, and merchandizes whatsoever, within " the Port of London.'

" A general power is here given to the intended London " Dock Company, for building, *from time to time,* quays or " wharfs adjoining to docks and basons, proposed to be " formed within certain limits prescribed in the Bill; the

" only conditions annexed to the construction of such quays " and wharfs are, that *they shall be adjoining to the said Docks " and Basons,* and be *convenient and sufficient* to the trade and " business of the landing, and discharging, lading, and ship- " ping, of any goods, wares, and merchandise, that may and " shall, at any time or times, be legally landed or shipped, at " the said quay and wharfs.

" Of the fitness and propriety of the Quays themselves, " thus proposed to be made, we have no materials for judg- " ing. Their capacity, breadth, and openness, with other " circumstances forming essential requisites for the right " constitution of a legal quay, are no ways explained or " provided for. As we understand the Bill, the mere act of " constructing wharfs and quays, according to the mode " therein prescribed, immediately imparts to them *the full " properties and rights of legal quays, to all intents and pur- " poses.*

" *The extent of quay thus legalized, where, of consequence, " the merchant has a right to claim the attendance of the dis- " charging officer, might be carried under the sanction of such " a law to a very great and excessive degree, and the number of " officers necessary for the port be extremely and unnecessarily " multiplied.*"

An Account of the charges made by the London Dock Company, for Landing, Wharfage, and Housing the following Goods, viz:—

GOODS.	Landing.		Wharfage.		Housing.	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*
Cotton, per bag	0	3	0	4	0	3
Barilla, ,, ton	1	0	1	3	1	0
Tallow, ,, ,,	1	0	1	0	1	0
Hemp, ,, ,,	1	0	1	0	1	0
Currants, ,, butt	1	0	1	0	1	0
Currants, ,, pipe	0	9	0	9	0	9
Currants, ,, carotel	0	6	0	6	0	6
Raisins	the same Rates.					
Figs, ½-chests, 56 lb. to 1¼ cwt.	0	1	0	1	0	1
¼ do. or Drum,	0	0½	0	0½	0	0½
(generally charged by the score)						
Rice, per tierce, or barrel	0	3	0	3	0	3
Skins and Hides, (varying according to the description and manner of packing,) separate	0	0¼	0	0¼	0	0¼
per hundred	3	0	3	0	3	0
Wines and Spirits, a Rate equal to, per pipe, or puncheon					1	11
Tobacco, ditto, per 100 lb.					0	3

An Account of the Number of FOREIGN SHIPS, with their Tonnage, which entered the several Docks in the Port of London, with cargoes, in the year 1824, distinguish ing Ships of the United States.

DOCKS.	From the United States.		From all other parts.	
	Ships.	*Tonnage.*	*Ships.*	*Tonnage.*
West India	—	—	6	1,347
* London	48	15,011	7	881
East India	—	—	—	—
Grand Surrey	—	—	140	35,769
† Commercial	—	—	335	92,875
East Country	2	700	38	10,300
	50	15,711	526	141,172

RECAPITULATION.

	Ships.	*Tonnage.*
From United States	50	15,711
All other Parts	526	141,172
	576	156,883

* Docks with Legal Quays.

† Docks having the privilege of "*sufferance*" only, and receiving chiefly Vessels laden with Corn and Timber.

An Account of the number of Vessels of every description, with their Tonnage, which entered the *several Docks* in the Port of London in the year 1824, shewing their *average* Tonnage.

DOCKS.	Ships.	Tons.	The average tonnage of each Vessel.
East India Dock . . .	117	74,206	634
West India Dock . . .	540	149,061	276
East Country Dock . .	48	12,871	267
Commercial Dock . . .	505	131,223	259
Grand Surrey Canal . .	201	48,734	242
London Dock . . .	1348	214,481	159
	2759	630,576	

An Account shewing the greatest number of Vessels the several Docks in the Port of London are capable of containing; and the capacity of the Warehouses belonging to them respectively; and stating the number of Vessels lying in each Dock on the 1st March, 1825; the quantity of unoccupied Water-room; the Tonnage of the goods in the Warehouses; and the Amount of Surplus Stowage.

	DOCKS.	Capable of containing	Lying in Docks 1 Mar. 1825.	Unoccupied Water Room for	Warehouses will contain	Present Stock of Goods.	Surplus Stowage.
		Ships.	Ships.	Ships.	Tons.	Tons.	Tons.
Which have Legal Quay privileges.	West India. .	399	51	348	180,598	56,080	124,518
	East India . .	126	27	99	15,000	7,000	8,000
	London . .	250	142	108	232,220	164,996	67,224
		775	220	555	427,818	228,076	199,742
Which have the privilege of Sufferance.	Commercial . .	375	50	325	50,000	7,375	42,625
	Grand Surry . .	300	35	265	4,000	1,000	3,000
	East Country .	28	6	22	3,700	704	2,996
		703	91	612	57,700	9,07 9	48,621

RECAPITULATION.

Docks with Legal Quays	775	220	555	427,818	228,076	199,742
Ditto with privilege of Sufferance . .	703	91	612	57,700	9,079	48,621
Total . . .	1,478	311	1167	485,518	237,155	248,363

Extracts from the "Bill for the general Regulation of the Customs."

"SECTION 175.—And be it further enacted, that it shall be lawful for his Majesty by his commission out of the Court of Exchequer, from time to time, to appoint any port, haven, or creek in the United Kingdom, and to set out the limits thereof, and the proper places within the same, to be legal quays for the lading and unlading of goods: Provided always, that all ports, havens, and creeks, and the respective limits thereof, and all legal quays appointed and set out, and existing as such at the commencement of this Act, under any law till then in force, shall continue to be such ports, havens, creeks, limits, and legal quays respectively, as if the same had been appointed and set out, under the authority of this Act."

An Account of Goods received from the following Out-Ports, and *Bonded* at the London Docks, from the passing of the Warehousing Act, on the 12th May, 1823, to the 24th February, 1825.

PORTS.	*Goods received by Coasters.*
Bristol	10 casks Oil, 10 ditto Olive Oil, 503 pipes, 1 hhd. 115 cases Wine, 80 butts 2 pipes 20 caroteils Currants, 9 hhds. Tobacco, 3 puns. Rum, 5 tons, 68 bdles, 6 bales Sarsaparilla, 1904 casks Rice, 18 bags 20 brls. Coffee 3 casks and 12178 loose Seal Skins, 1558 bags, 17 serons, Cochineal 19 cases, 10 casks, Gum; 20 puns. Brandy, 1 box, 9 brls. 187 serons, 11 chests, 3 cases 31 hhds. Bark 5 cases, 11 boxes, 27 baskets, Annatto, 202 serons Indigo, 6 tons Sassafras, 70 bales Jalap, 1 package, Pictures, 30 cases Tortoise-shell, 3 bags Feathers, 12 jars Balsam Peru, 189 planks Rosewood, 2127 bags Cocoa, 217 casks ditto 125 baskets Mother-o-Pearl Shells, 7 casks Cayenne Pepper, 37 tons Camwood, 77 bags Cloves, 167 Elephant's teeth, 120 Gt. hund. hhd. Staves, 27 chests Opuim, 2 casks, 1 case, Amber; 1 box ditto, 3957 brls. Copper, 1 bale Printed Cottons, 1 trunk and 2 boxes Rooks; 1 case Bronze, 272 bales Cotton, 296 brls. Balsam Capivi, 40 casks 3 cases, and 8 packages, India Rubber; 9 brls. Gum Copal, 8 casks, 6 bales, Isinglass; 2463 Horse Hides, 2 casks Tonquin Beans, 5 cases Cantharides, 12 casks Bees, Wax, 5 matts Gum Guiacum, 71 brls. Almonds, 40 kegs Tamarinds, 31 bags Pepper, 3 cases Otto of Roses, 21 bales Mohair Yarn, 40 brls. Castor Oil, 3 pipes Lemon Juice, 1 bale Sponge, 15 cases, 85 bales, skins; 26 cases, 1 bale; Vanilloes.
Cork	
Dartmouth	
Dover	
Dublin	
Exeter	
Falmouth	
Glasgow	
Hull	
Ipswich	
Leith	
Liverpool	
Lynn	
Newcastle	
Newhaven	
Portsmouth	
Plymouth	
Ramsgate	
Rochester	
Southampton	

PORTS.	*By Inland Navigation & Land Carriage.*
Bristol	10 casks Olive Oil and 22 bales Jalap.
Dover	1 bale Printed Cottons, 1 trunk and 2 boxes Books, and 1 case Bronze.
Falmouth.....	27 serons Indigo.
Liverpool.....	272 bales Cotton, 296 barrels Balsam Capivi, 40 casks, 3 cases, and 8 packages Indian Rubber, 9 barrels Gum Copal, 8 casks and 6 bales Isinglass, 187 serons, 11 chests, 3 cases, and 31 hogsheads Bark, 11 boxes, and 27 baskets Annatto, 2463 Horse Hides, 2 casks Tonquin Beans, 5 cases Cartharides, 12 casks Bees' Wax, 25 cases Tortoiseshell, 5 mats Gum Guiacum, 71 barrels Almonds, 48 bales Jalap, 44 bundles Sarsaparilla, 40 kegs Tamarinds, 31 bags Pepper, 89 ditto Cocoa, 17 serons and 54 bags Cochineal, 3 cases Otto Roses, 21 bales Mohair Yarn, 40 barrels Castor Oil, 10 pipes and 4 hogsheads Wine, 3 pipes Lemon Juice, 1 bale Sponge, 163 serons Indigo, 15 cases and 85 bales Skins, 10027 (loose) Seal Skins.
Portsmouth	1423 bags Cochineal, 26 cases and 1 bale Vanelloes, 12 serons Indigo, 6 bales Sarsaparilla, 1 box Amber.

Besides the Foreign Goods received from Out-Ports at the London Docks, great quantities have been brought and landed at the Legal Quays, Sufferance Wharfs, and other Docks.

To the Right Honorable the Lords of the Committee of His Majesty's Privy Council, for Trade and Plantations.

THE HUMBLE PETITION OF THE SOCIETY OF SHIP OWNERS.

Sheweth,

That your Petitioners have perceived with great concern, that in the Bill for making more effectual provision "for permitting goods to be secured in warehouses, or other "places, without payment of duty on the first entry thereof," the clause of the Bill of last Session is continued, which provides that goods may be imported from any country or place in any Foreign ship or vessel, for the purpose of exportation only.

That on the 14th May last, this Society addressed a Petition to your Lordships, stating their objections to the said clause, to which Petition they now humbly beg leave to refer.

That in addition to what is therein set forth, your Petitioners beg leave to observe, that, admitting that the extension of the warehousing system will be productive of that great increase of Foreign Trade which is expected from it, still your Petitioners humbly submit it by no means follows that the employment of British shipping will be thereby increased, since, if the clause in question should pass into a law, Foreign ships, in addition to the privilege they now enjoy of *exporting* warehoused goods to Foreign countries as freely as British ships, will, by the operation of the said clause, be admitted to a participation in *importations* also,

the eventual result of which must be, that the ships of that country will be preferred which can *afford to carry goods at the lowest rate* of freight; to the injury of British shipping.

That, as the law at present stands, British ships have a decided preference, and (with reference to the disadvantages under which they navigate) a just and necessary preference over Foreign ships, in the Trade between this country and distant Foreign ports, from the British ship having *an option of either landing her cargo in this country, or taking it to a market on the continent of Europe;* an advantage that will be of infinite importance to such Foreign ships as can navigate cheaper than British, if permission be given to them to land their cargoes in this country "*for exportation,*" as proposed by the Bill in question.

That your Petitioners also humbly beg to submit to your lordships, that this provision in favour of Foreign shipping is in opposition to the Navigation Bill of last Session, which restricts the importation of goods from the countries alluded to, to British ships, or *ships of those countries* respectively; and is not only an injurious interference with British ships, but also with the ships of those countries engaged in Trade with the United Kingdom, for the benefit of rival states which possess peculiar advantages as ship-building countries.

That your Petitioners further submit, that this boon to Foreign Ships will be still more important to them, and injurious to British Shipping, if, as appears to be intended, "*Foreign Linens*" should be excluded from the list of articles to be warehoused in this country, as they form, in many cases, the chief part of cargoes for the markets of Asia, Africa, and America.

That as to any argument in support of the said clause, which may seem to be furnished by the fact, that within the last two years, British Ships have participated largely in the carrying trade from South America to the continent of

Europe, your Petitioners beg to represent to your Lordships that the British Ships which have had any share in that Trade, are those which, having landed their outward cargoes in South America, have been reduced to the necessity of either accepting freight for the Continent of Europe, upon any terms, or, of returning in ballast; and that the rates of freight which they have been in these cases able to obtain, have been too low to afford any profit to the owners, and can only be considered as effecting some reduction of the loss they had still to incur from the want of a beneficial return-freight.

That, upon the whole, your Petitioners are convinced, that such further relaxation of the navigation principle in favour of *Foreign Shipping*, as is contemplated by the said clause, would be attended with the most injurious consequences to British Shipping, without any equivalent advantage accruing to the Foreign Trade of the country.*

Your Petitioners, therefore, humbly pray that the said clause may not have your Lordships' support.

And your Petitioners will ever pray.

London, 22*nd March*, 1823.

* Not one Foreign Ship from South America has landed a Cargo, "for Exportation," in the Port of London.

A TABLE,

Shewing the Reductions in the Charges which have been made, from time to time, by the London Dock Company, since their last Table of Rates was published, dated Jan. 1, 1817.

Date.	Goods.	Description of Reduction.	Rate per Cent.
1817			
Feb.	Coquilla Nuts ..	Landing and Delivery Charges	25 ℔ Ct.
		Rent	33 ..
March	Horns	Counting	60 ..
Nov. 1818	Apples	Landing and Delivery Charges and Rent	33 ..
March 1819	Hides, S. America	Sorting, Piling, Beating, and Sweeping	30 ..
Dec. 1820	Seed, Clover ..	Landing and Delivery Charges on Bags under 2 cwt..	33 ..
Jan.	Wood, viz. Young Fustic Logwood	Unpiling, Wharfage, and Shipping	16 ..
		Rent	25 ..
Feb.	Oil, Palm & Olive	Landing and Delivery Charges	16 ..
		Coopers' Attendance	40 ..
April 1821	Lime Juice	Coopers' Attendance	40 ..
Jan. 23	*The Wine and Spirit Trade applied for a Reduction of the Rates.*		
Feb. 2	Wines	Tasting, where the number exceeds 20 Casks	33 ..
		Ditto, at Public Sale	66 ..
		And Racking, not charged until Six Months after the Consolidated Rate has attached	

Date.	Goods.	Description of Reduction.	Rate per Cent.
1821			
Mar. 12	*The Wine and Spirit Trade applied for a further Reduction, but which the Company did not grant.*		
May	Bristles	The Charges on Landing, Wharfage, and Housing, reduced by a regulation respecting the Package	33 ₱ Ct.
1822			
Feb.	Hides, African ..	Landing Charges, Beating, and Sweeping	28 ..
,,	Fruit, viz. French Plums & Prunes	Coopering Charges	33 ..
April	Barilla	Filling to Weigh, and Weighing	33 ..
,,	Brimstone ..		
July	Cotton	Materials for and making Merchantable	25 ..
,,	Oil, Olive	Coopers' attendance, and Over-drawing	40 ..
Sept.	Calf Skins from	Landing Charges, ₱ Bale	50 ..
1823	Mogadore	Rent	33 ..
Jan.	Zaffres	Landing and Delivery Charges	25 ..
		Rent	50 ..
Feb.	Sugar, Crashing	Consolidated into a reduction of nearly	50 ..
March	Hides, African ..	Landing and Delivery	30 ..
April	Mace & Nutmegs	Wharfage and Shipping	50 ..
May	Emery Stones ..	Filling to Weigh, Weighing and Rent	33 ..
1824			
Feb. 24	*The Prospectus of the Saint Katharine's Dock appeared.*		
April	Tobacco	Charges, generally Landing, Delivery, and Coopering, consolidated, equal to a reduction of	12 ..
Apr. 30	*The Wine and Spirit Trade applied for a reduction of the Rates.*		

Date.	Goods.	Description of Reduction.	Rate per Cent.
1824			
June 1	Wines and Spirits	Consolidated Rate	23 ℔ Ct.
		Rent	33 ..
,,	Gum, African ..	Landing and Delivery Charges	10 ..
		Rent	33 ..
,,	Almonds	Landing and Delivery Charges	10 ..
		Rent	33 ..
,,	Valonea	Filling to weigh, and Weighing	33 ..
Oct.	Hides, Rio Janeiro, Horse	Landing Charges.....	50 ..
,,	Rosin	Wharfage, Landing, & Housing	50 ..
Nov.	Fruit	Coopering Charges generally..	30 ..
,,	Silk	Sampling	50 ..
1825		Rent.....	33 ..
Jan.	Sugar, Brazil ..	Landing and Delivery Charges	10 ..
		The Charge for rummaging for numbers discontinued.	

The foregoing are exclusive of those partial Reductions which have been constantly made, upon the application of Merchants pointing out particular cases of hardship.

London-Dock House,
2nd May, 1825.

THE END.

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